

EMPLOYEES' MAGAZINE

The Union Pacific Coal Company

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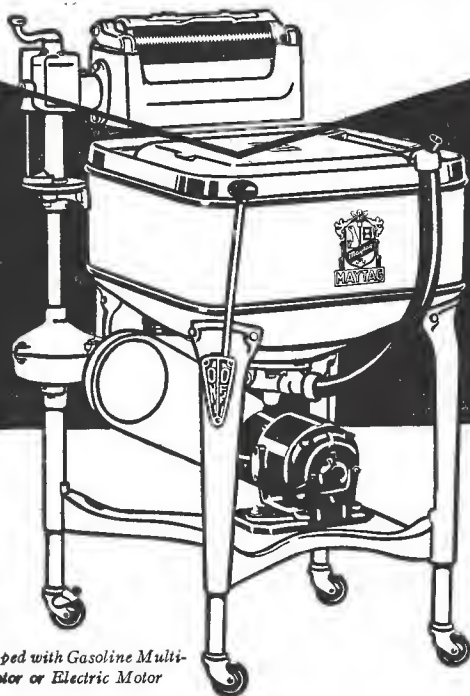
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JANUARY, 1938



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EMPLOYEES' MAGAZINE

THE UNION PACIFIC COAL COMPANY

VOLUME 15

JANUARY, 1938

NUMBER 1

"Around the World"

By GEORGE O. BROPHY

I LEFT Omaha, Nebraska, July third over the Union Pacific System for the Pacific Coast, traveling leisurely and comfortably, stopping at Ogden, Utah; Idaho Falls and Pocatello, Idaho; Hood River and Portland, Oregon, and Seattle, Washington.

I arrived at Portland on July seventh. On the eighth I drove around Portland, Oregon, and Vancouver, Washington, where I saw the Russian plane which had flown from Moscow, over the top of the world. This plane is fashioned along stream lines in every detail, single motor, very wide wing spread and very little resistance to wind. It appeared to me to be the best-fashioned plane I ever saw. In the harbor at Portland there was one United States cruiser and two torpedo boats. The cruiser was twice the size of the old battleship "Oregon."

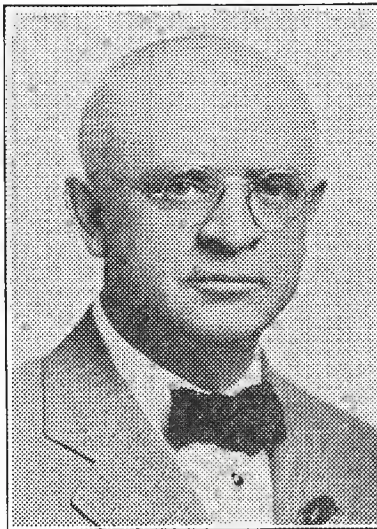
I left Portland on the ninth of July and arrived at Seattle on the same day. In the harbor of Seattle there were twenty United States ships, including battleships, cruisers and torpedo boats. I saw one airplane launched successfully from one of the ships.

On July tenth I sailed on the "Princess Kathleen" for Victoria, British Columbia. There I had six hours, which gave me an opportunity to drive around this quaint and interesting city, which is remarkably well kept. The Empress Hotel is a very fine hotel, up-to-date, with 600 rooms, nearly all equipped with bath. The lounge is well equipped in all details, the dining room is spacious, all the rooms are large, the conservatory is filled with beautiful flowers. The grounds are spacious, with fine trees, shrubbery and flowers. There is also a fine swimming pool. In fact, this hotel has everything to make the stay of its guests a pleasure.

At 5:00 p. m. on July tenth I boarded the "Empress of Japan," a magnificent ship. Gross tonnage 25,032, length 666 feet, beam 87 feet. It accommodates 298 first-class passengers, 164 tourists and 660 third-class. It has a crew of 570, with turbine engines developing 29,000 horsepower and a speed of 22 knots per hour. The ship is commodious, well arranged, scrupulously clean and well kept. It has a good promenade deck, where many games such as cards, shuffle board, etc., can be played. There are two swimming pools. The food was very good as was also the service.

We landed at Honolulu on July fifteenth. The famous Hawaiian band was on hand at the dock, playing greetings to the many hundreds of visitors. The visitors voiced their approval by loudly cheering the band. Visitors scattered in all directions, some to the beaches, others to the shopping district and still others to the forts and to view the growing of cane and pineapples.

Honolulu is an attractive city. It has many fine shops, with all kinds of merchandise which may be desired by the purchaser and a very wide selection. The stores are very well arranged to display their wares artistically. The city in itself is beautiful, fine streets, splendidly paved, good street car service, and busses as well. The parks are numerous and beautiful beyond description. There are all kinds and varieties of trees and shrubs and the most beautiful flowers—and in such profusion! The beaches are fine with many sports such as surf riding. It is not unusual to see even children riding their surf boards. This requires long training. The children seem to live on the beaches and are expert swimmers and divers. There are many beautiful homes



MR. GEORGE O. BROPHY

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and fine hotels. The civic pride of the residents of this beautiful city is second to none.

The city of Honolulu and surrounding country seem very prosperous. Retail trade in the territory per capita is far greater than that of three-fourths of the entire United States. Honolulu County has a yearly turnover of \$95,000,000. With its population of 216,000 it did a per capita business of more than \$481, a higher figure than in the major portion of the United States. The climate is ideal, ranging around seventy degrees the year around.

After spending twenty-four hours in Honolulu, we wended our way to our ship and many cheers were given us as we moved to the ship. The band was there to play "Bon Voyage" to the departing visitors, and as the great ship moved from the dock, thousands cheered a final farewell. A great many of our passengers had found friends whom they had not seen for years and were overjoyed at meeting them. I had only one friend, Mrs. Kathleen O'Donnell Peake, formerly of Junction City, Kansas, who now is at Fort Schofield. I had known her since she was a little girl. She came down to the boat to see me and I was delighted to meet her again. We surely enjoyed our brief visit to the utmost.

We sailed at 10:00 a. m., July sixteenth, having eight days at sea before landing at Yokohama. After eight days' sailing on a calm sea, we arrived at Yokohama about 2:00 a. m. The passengers were advised to be ready for quarantine examination at 6:00 a. m. We assembled in the lounge at the appointed hour and the doctor failed to appear until 6:40 a. m. At 8:00 a. m. we went to the Palm Room for inspection before the Emigration Board. We waited until 9:00 a. m., then it was announced that they could not find the emigration officer, and that we could go to breakfast. So a grand rush for the dining room ensued. After breakfast we again went to the Palm Room and waited until 10:20 a. m. when the officer showed up and at 11:15 a. m. we were permitted to disembark. The passengers were furious, but nothing could be done about it.

Yokohama Harbor is noted as one of the great harbors of the world. I saw more ships and boats of all kinds and sizes and capacity than I had ever seen in any other harbor. One of the things which interested me was the number of small boats propelled by man power. It looked like trucking on water. Some of the small power boats would have one to three trailers. There seemed to be hundreds of them.

After landing, I taxied to the railroad station, and took the electric train to Tokyo. It was very fast on a four-track railroad. This railroad has a fine track, good equipment and is clean and neat. Tickets are presented to the gate man, who punches them and when you get off the train to leave the station, the gate man takes up the tickets. I took a rickshaw to a restaurant and then took a cab to drive around the city. Tokyo is the third largest

city in the world. In 1923 they had an earthquake and many buildings were destroyed. A large part has been rebuilt with fine, substantial buildings, most of them of white pressed brick, making a fine appearance. They have many parks, beautifully landscaped, indescribable trees and flowers. All is well kept. The shops are many and they give good attention and service. And, judging from appearances, they do a good business.

Returning to Yokohama, in driving through the business district, I found conditions good, everyone busy, no idle men on the streets, which, to my mind, is a good omen to any city. We were to sail at 4:00 p. m., but failed to get out until 6:40 p. m. Many were excited over the delay, the primary reason being they might have had more time ashore. Yokohama has a population of 660,000. Their shipping interests are one of their big assets.

Leaving, it required two tugs to help turn this big ship and to get it headed for Kobe, where we soon landed. Many of the passengers left the boat to attend an educational convention in Tokyo. I was up early, just after sunrise. On the west side was a range of mountains for about 25 miles covered with a dark green growth of foliage of some sort, reaching down to the water's edge. The sun, shining on this scene, made it look a more brilliant green. In fact, it looked like a huge mantle of green had been spread over a very rugged surface, and the waves dashing against the shore looked like Irish lace might be the edging for the mantle of green. It certainly was a beautiful sight.

We landed at Kobe at 11:40 a. m. We had lunch on the boat and then all started out to see the city. It has a population of 860,000 and a great harbor. There were a large number of ships inside the break water. The Japs seem to be able to build a good break water around their harbors. In this harbor, the same as at Yokohama, a great deal of traffic is handled by small boats, many of them self-powered. I rode a rickshaw and a cab. In looking over the city, I found it is substantially built and the streets are well paved. There is an elevated street railway, also one on the level and bus service as well, so there is plenty of service. I also noticed a great many moving to and from work via water taxis. I saw no idle men. There seems to be work for all.

We left Kobe at 8:50 p. m., on the 25th and as we sailed out of the harbor, looking backward, the view was magnificent. The city has a long shore line and is well lighted. There were so many colors, that it made a scene beyond description. Back of the city is a range of mountains where there are night clubs. These were well lighted, which added immeasurably to the beauty of the picture. We came into Shanghai on the China Sea the 27th and were soon in the Whangpoo River, on which we entered the harbor. The sea is well named. Going up the Whangpoo River was a slow process, but we finally reached the place where we were to dock and two powerful tugs were used to turn the

big ship in the river, and, after turning, it was shoved to its place. After the usual procedure of inspection, we went ashore.

Shanghai, which means "Above the Sea," lies sixty miles from the sea on the Whangpoo River, which flows into the Yangtze. Modern steamers come up to the city and berth at wharves on either side of the river, which is one of the most picturesque in China. Shanghai is the metropolis of China. Here is the banking center. Large mills, which employ almost 250,000 workers, lie in the suburbs of the city. Palatial hotels, cafes and cabarets provide amusement for the foreigners, who often, however, prefer Chinese theatres and Chinese restaurants, many of which are accessible from the hotels.

Shanghai has a population of over three million. They have many fine buildings of every description. The streets, however, are very narrow and crowded. The people are used almost as beasts of burden. You can see the men, as well as the women, carrying very heavy loads of iron, slabs of tin and sheet iron. Rickshaws are used to carry people and also to carry produce of all sorts. I took a cab for a trip around the city and everywhere I drove the streets were crowded with people, particularly the section known as "Chinatown," where it was difficult to get through with the car. After driving around the city, I came back to the ship where they were unloading freight. I saw boys and girls of twelve to fourteen years of age carrying loads that men would not attempt to carry in the United States. There were many ships waiting to get to docks, taking on and discharging tonnage to the small boats. It would be difficult to say the number of ships in the harbor on our arrival, but there were at least ninety to one hundred, and smaller ones by the thousands. Many of the boats, carrying seven to ten tons, were propelled by men, women and children. It seemed unbelievable that they could move them under such a load. Barges holding 60 tons after loading would be lashed as high as eight and a tug would pull them away from ship or dock to final destination.

The city and surrounding country is flat as far as you can see. This makes the sewerage problem very acute. Many parts of the city have open sewers, and the odor is very offensive. The shops are not up-to-date like those at Yokohama, Tokyo or Kobe. Were the city equipped like our cities, a third of the population would have no work. The street cars are small and the service is not good. They also have busses, which carry a large number of workers to and from their work.

Leaving Shanghai, we arrived at Hong Kong July 30th. The Island of Hong-Kong lies off the Kwangtung Province, South China, about 20 miles east of the estuary of the Pearl River. When the island of Hong-Kong was ceded to the British Government in 1841 the total population was estimated at under 5,000. The population at this time is about 670,000. We arrived at 6:00 a. m., all passengers

disembarking. We had to see the Emigration Agent and those going through were given an "off shore" card which we were required to show with our passports. We were off the ship at 9:00 a. m. and had until 5:00 p. m. to go sightseeing. The port of Hong-Kong is rated one of the largest and most modern of all ports of the world.

It would be impossible with the brief time we had to grasp such a tremendous activity in water traffic as existed in this port. Going into the bay it seemed that there were thousands of water craft in the bay, all the junks and sampans were going out of the harbor to fishing grounds, while all docks were occupied with large sea-going vessels, the "Empress of Japan" being the largest ship in the harbor. Less man power was used than at any port where we had docked on the trip. The dock we occupied had a system of rails laid out like a small railroad yard with cars like the push cars used by our section men. The goods were loaded from ship onto these cars which were pushed by hand to warehouses. The same applied to loading. Freight was taken from cars by capstan power and carried direct to hatches. On the island across from our dock was a range of mountains, probably 2,000 feet high. On the side of the mountains were hundreds of fine buildings. Upon driving up through them, I found that nearly all were apartments. There were a few large residences, built by wealthy people who wished to get away from the city to where the air was cool and there was less noise. I found all the principal business blocks of fine buildings were on this island and many fine hotels. They had a very efficient system of ferries which operated every ten minutes. They also had on the island double-decked trams, the same as are used in London, and they render good service. There are many busses, so they have ample transportation service. On the mainland they have fleets of busses to handle local trade and for the use of tourists as well. They have one large hotel, the Peninsular Orient. They have a large Y. M. C. A. building, well equipped with 169 paid-up members. The population is about 900,000. While on the island, I called on Harry Sling, whose father was at one time agent for the Union Pacific. He was delighted to see me. We had a very pleasant hour together. When I returned to Hong-Kong from Manila, he met me and we had lunch together, so I shall have more to say about Hong-Kong later. On my return from Manila, I had a three-day wait for the boat. So I had ample time to see more of Hong-Kong and to gather such data as I could about the amount of shipping. In 1936, approximately fifteen million tons of freight came in and out of this harbor. This alone is a big business for any city. I was taken for a drive around the island. I saw Hong-Kong the first, now a little fishing village. I also saw Repulse Bay, noted for its fine bathing beach. There is a large hotel, which will take care of 400 guests. Also a great mansion, built by a wealthy Chinese, which has cost more than one

million dollars to date and building on it still continues. At present, he is putting in a swimming pool and at the back of his house he has the finest ocean beach imaginable.

Leaving Repulse Bay, we drove to Aberdeen, one of the oldest fishing villages in the Empire. There were 1,200 junks and sanpans sitting on dry ground. They had come in on the tide and did not go out with it, as some Chinese holiday was being celebrated. They would go out with the tide the next day. This was a novel sight. We then drove around the island back to Hong-Kong. I took the ferry to the hotel at Kowloon. I was very much impressed with the importance of Hong-Kong in the industrial world.

On August first we arrived at Manila at 8:00 a. m. We had breakfast aboard and saw the Doctor and Emigration Agent before we could go ashore. It rained all night and all the next day. I went to services at San Boda College. It was as large or larger than any church I was ever in and the most ornate. All the statues were of bronze and the altar was all burnished gold. The walls and entire ceiling were covered with paintings—very, very beautiful. About the time the mass was through a down-pour of rain came. I never saw such a rain. There was also high wind with it, and, as there were no doors on the church, the rain was blown in and we were all drenched. I had ordered my cab to come for me when the service would be over. He was there, but I could not get to the car, as for blocks the streets were black with cars, all of them blowing their horns. Finally a little lull came and I got my car and started for the boat. We went through streets with two feet of water in them. I expected every minute the car would stall but we got through. The dock where we were anchored and the freight house is the most up-to-date I have seen and the freight house is the largest one I ever saw anywhere. It must be all of 1500 feet long and about 600 feet wide. It is up-to-date, using motor trucks to take freight from ship to house. The ship's capstan loads it on the truck and it is run into the house and back for the next load, expediting the movement, and also preventing damage to freight. On the platform they have ten electric cranes which are on tracks and can move to any part of the ship as desired. Inside the freight house they have traveling cranes to move heavy freight.

I drove out to an old Spanish Church, one of the first in Manila. Father McCarty was the resident priest. He formerly was in Omaha. He was so delighted to see me and asked for all the old timers. He took me through the church, a great structure, which has been made more modern. He sent his love and blessings to all his friends in Omaha.

We left Manila on August second during a bad rainstorm and a serious typhoon. We had a bad night. We could not stay on deck on account of the wind and the ship rocked badly. It made a number of the passengers feed the fish. Tuesday morning the storm abated and the sea was still rough, but

we went along at normal speed. We arrived in Hong-Kong at 8:00 a. m., August Fourth.

Our ship, the Kaiser I Hind, was due to sail August seventh, but had been delayed by a typhoon near Shanghai so did not get out until 5:00 a. m., August eighth. This ship was built in June, 1914. It has a gross tonnage of 11,518, net 6,013, length 520 feet, beam 62. Passenger accommodations 546. The deck hands and all the labor are of Portuguese descent. They are very dark and they dress in native costume, all of them are barefooted except waiters and cabin employees. The ship is old and very obsolete as compared with the "Empress of Japan." She has a speed of 20 miles per hour. There were not many on the boat but we picked up twenty at Singapore and eighty at Bombay. It was extremely hot but there was a good breeze so we kept cool by staying on deck. The cabins were equipped with fans.

We arrived at Singapore in the forenoon of August 13th. This city has a population of 514,400. A fine city, with a large harbor. Does a tremendous freight traffic on water. Has many fine homes. Singapore shares with Colombo the title, "The Clapham Junction of the East." And it is not a claim that strikes one as unreasonable when one sees the flags of all the maritime nations flying in its roadstead. Singapore is now famous also for its Naval Base and Air Base. These are situated in the north of the Island, but of course are not open to visitors. There is, however, an imposing new Civil Aerodrome now in course of construction, which visitors can see from Grove Road, about two miles from the general post office.

We arrived at Penang on August fourteenth at 7:30 a. m., and left the same day at 7:00 p. m. Penang is the most beautiful city I visited on the tour. Magnificent homes and grounds, many fine parks and drives. Good harbor and also immense cocoanut groves, laden with cocoanuts. Large producers of tin and rubber.

Penang, strictly speaking, is the island, not the town. It is essentially Chinese, and the ideographs above the shops, the rickshaw coolies in their peaked straw hats and blue dungarees, the bespectacled merchants rolling citywards in their cars, all remind one of China and the Far East. An oriental bustle fills the streets of the centre, but out towards the country the quaint palaces of wealthy merchants, embowered in palm trees and facing the sea, have an air of discreet serenity. Penang is certainly a place to remember. As you leave it in your wake, steaming for the mainland, with glittering lights amid its dim shadow, it seems desirable and strange.

We arrived at Colombo on the eighteenth. I took a launch to the city. All loading and unloading is done in the bay. There are no docks or wharves and ships are anchored to floating anchors. I motored and rickshawed around the city. Found many fine buildings such as banks, postoffice, and government buildings. The hotels are fine and, looking up their rates, found them very high. Visited some of the

shops and the prices are very high. Many hawkers are on the streets and in boats visiting the ships anchored in the bay. Ten ocean going ships were in the harbor, one man-of-war and two submarines. I saw fewer beggars than in most of the other ports visited by us. We left at 6:00 p. m. One feels that the chief attraction of Colombo is its tropical luxuriance. Viewed from the sea, it is a town of bright colors scattered amidst great masses of green foliage, and this impression is not lost when you walk about in its streets. Everywhere under the blue sky there are green trees with blazing pendant blossoms. It is the capital of Ceylon which is the premier Crown colony. Population 284,155, only 3,340 Europeans, the others composed of Burghers, Singhalese, Tamils, Moors and Malays.

We arrived at Bombay, India, at 8:00 p. m., August 21st, but did not go ashore until morning. Took a drive around the city and saw the famous railroad station, which at one time was voted the finest in the world. It is very ornate, but for convenience it is absolutely obsolete. The interior is built like a cathedral and finished in marble of many hues. The sanitation is bad and would not be tolerated in any place in the States. They have an army of employees, most of them going barefoot, dressed in the costumes of the land. Taxis and horse-drawn cabs are used. No rickshaws. I saw many fine buildings, well-paved streets and, generally speaking, very clean. The city is very flat and the drainage not good. They have a fine harbor and can care for a large number of ships. There were fourteen in the harbor while we were there. There were also hundreds of junks and sanpans and ships propelled by hand.

Bombay, the richest and most enterprising city in India, is an island connected with the mainland by causeways. On one side of the waterfront are the docks; on the other, facing the Indian Ocean, is a broad, shaded road where are many of the public buildings, such as the courts of justice, the Elphinstone College, the University of Bombay, the B. B. and C. I. Railway Offices, etc. It is the principal seaport on the west coast of India. The population is approximately 1,200,000 (Hindus, Parsees, Europeans, Jews and Mohammedans).

On August 26th, we left for Aden, which is located on the south end of Arabia. On the first day out we ran into a monsoon, one of the tropical storms which rage here for a period of three months. The ship was slowed down on account of the high wind and a very heavy sea, many of the waves going over the ship, and part of the time she was on her nose. At those times the propellers were partly out of the water and caused a severe vibration of the ship. We entered the Gulf of Aden about 5:00 p. m. and left at 7:00 a. m., on account of the ship being behind its schedule. We missed the trip to Cairo and the bus trip promised. The ship coaled at Aden. I went ashore, in a row boat, as the ship made no provision for taking passengers to or from shore. I did not have time to see

the city, only a very small part of it, nor did we enjoy the tours promised us. The excuse was that the ship was late. Those who did go ashore paid their own expenses. They have no docks or wharves at Aden. The city is not large. The whole region known as the Aden Protectorate, which stretches from the coast opposite the Straits of Bab-el-Mandeb to a point 400 miles east of Aden, has an area of 20,000 square miles and 800,000 inhabitants, and is administered by the Colonial Office. Aden itself at present is under India. Aden was annexed to the British Empire in 1839, when almost all traces of its former prosperity and importance as a commercial center, dating back to many years B. C., had disappeared. It again attained prosperity as a coaling port, its importance becoming greatly enhanced after the opening of the Suez Canal in 1869. It is now one of the most important oil-fueling stations in the world.

We arrived at Suez at 3:00 p. m. and left at 5:00 p. m. We could not go ashore as we anchored about a mile from town and could not get back by the time the boat was scheduled to leave. We had a good view of the city as we passed into the canal. There is a fine monument to Doctor DeLesseps, and a number of fine homes, hotels and business houses along the water front. Part of the city is so far away we could not see what it looked like only that the buildings were very substantial looking. The canal is simply a big ditch dug out of the sand and at points only wide enough for two ships to pass and one must come to a full stop and drop anchor until the other has passed. The speed is very slow except when in the lakes, to prevent washing the banks. This country is the most desolate I ever saw, nothing but sand, no vegetation of any kind. But it is a historic land. A canal from the Red Sea to the Nile Delta was constructed in the time of the Pharaohs; traces of it still remain. This canal was cleared of sand and reopened by the Persians, then rulers of Egypt, about 400 years before the Christian Era, and again by the Moslem conquerors of Egypt; but, by the time the modern canal was projected, almost all trace of it had vanished.

About the middle of the nineteenth century, Ferdinand de Lesseps commenced to advocate the scheme with great enthusiasm. After some time he succeeded in enlisting the sympathy and support of the Khedive; and in 1856 the Suez Canal Company was formed. Half the necessary capital was raised in France, and half by the Khedive, who also provided labor for the work of excavation.

We arrived at Port Said on August 30th at 5:00 a. m. and nearly everyone was on hand to go ashore as soon as the gang plank was put out. I got a car and drove around the city for an hour. Saw many fine schools, churches and embassy buildings. It seemed that all countries have official representatives here. There is a big harbor, lots of ships in and hundreds of pleasure boats. Also hundreds of fishing boats and junks.

Port Said is a place of unfailing attraction. Passengers usually walk ashore from the ship by the bridge of boats, or are conveyed by tender, and find in the streets, bazaars and hotels more than sufficient amusement to while away a few hours of the ship's stay. Port Said, beneath the statue of Ferdinand de Lesseps, is the northern entrance to the Suez Canal. Business seemed to be good. It struck the passengers as ludicrous to see them drive cows through the streets and if anyone wanted to buy milk, he could stop the cow and have her milked. The ship is being coaled by hand, putting on 300 tons. Very crude compared to United States methods. We sailed at 10:00 a. m. for Malta. No through passengers on account of short stop.

We arrived at Malta at 7:00 p. m., September first, and left at 9:35 p. m. While we were not allowed on shore, we could see the beautifully lighted city and the harbor was aglow with boats and launches ready to take people ashore. Fourteen left the ship and 37 boarded it. We left a calm bay, but when we reached the Mediterranean Sea it was wild and a strong wind slowed up the ship very much. During the night the wind ceased and the sea became smooth. We passed Sicily at 8:00 a. m. It looked like a large island of rock.

We arrived at Marseilles at 1:00 p. m. on September third. After lunch I hired a taxi and toured the city. Very interesting. Saw the Giant Colonnade and museum at head of Louvre. Also drove to Notre Dame De La Garde, which is on a mountain and overlooks the entire city and bay, a most wonderful view. One stops to wonder how those huge blocks of stone were lifted and hauled to the top all by man and ox power. The church is a mammoth pile of rock, very beautiful. Altars were all lighted. One room full of burning candles, looked like several hundred. The Sister who sold beads, cards and other emblems of the church and worship could not speak a word of English, making it most difficult to make purchases. Mr. and Mrs. MacDonald of Hong-Kong and Mrs. Campbell of Calcutta accompanied me. They had all been here many times before and knew the many points of interest to a visitor, which helped me in seeing many places I would not have seen but for them. Going into the harbor I noted the fortifications. Huge rocks were mounted by cannon commanding the whole harbor, a large fort, which in connection with other fortifications, making Marseilles look impregnable to the enemy, except by plane. They have a fine harbor and can care for many ships at one time. There were many ships in the harbor and thousands of small boats. They have a fine seawall protecting all shipping. We sailed at 5:00 a. m. for Gibraltar.

We arrived at Gibraltar at 7:00 a. m., September sixth. Had a fine view of the rock and forts. The Rock of Gibraltar, which looks as though naturally constructed to guard the entrance to the Mediterranean, has been a possession of England since 1704, when it was captured, in the name of Queen

Anne, by Sir George Rooke. It is by far the smallest of her Crown colonies, being less than three miles long and varying in breadth from a quarter to three-quarters of a mile. The population is about 21,000; about 3,500 British troops and 17,500 civilians, mostly of Italian origin.

Looking from the Bay, the side of the rock, which extends along the coast for some distance, is built up of homes, hotels and business houses. There is only one street through the town, very narrow, only room for two cars to pass. There are shops on both sides of the street and they are filled with wonderfully beautiful things and prices are very reasonable. There are not many ships in the harbor. There are no docks or wharves, all loading taken on and off from junks. Passengers are taken ashore in launches. A long time could be spent most interestingly surveying this historic spot. There is a very beautiful memorial to the American soldiers. We came through the war zone and a note was posted on the bulletin board as to what we should do if bombed or struck by a submarine. This caused some uneasiness among the passengers. Some destroyers were in that territory. I did not feel alarmed, but breathed easier when we arrived at our destination. We left Gibraltar at 11:05 a. m., September sixth, for Tangier, which was not on our schedule for a stop, but we had some passengers destined for this point so the ship put into the bay at the foot of the city and the passengers went ashore in launches and some passengers came on. While we were in the bay, not anchored, many of the hawkers came out in boats to sell wares to the passengers. They would hold up the wares and call out prices and those passengers wishing to buy would pick out the article and the salesman would then throw a rope up and send the item up in a basket and the passenger would send money back in the basket. Many sales were made in this manner. Some of the wares were very fine and were sold very cheaply.

An internationally administered town, with a small hinterland of about 144 square miles, Tangier is situated in the extreme northwest corner of Africa, surrounded by the Spanish Protected Zone of Morocco. The town presents a picturesque appearance from the sea, rising gradually in the form of an amphitheatre, with the citadel, the remainder of the English mole and York Castle to the right; in the central valley is the commercial quarter, while to the left along the beach runs the track to Tetuan. The population consists of about 800 British, 900 French, 10,000 Spanish, 7,000 Jews, 28,000 Moors.

Leaving for Plymouth, England, we saw many war ships of all kinds. At 2:00 a. m., September seventh, I was awakened by a noise and a bright light shining through the porthole. I rushed out and saw a very large searchlight sweeping the sea from a ship in the distance. I could see a ship between us and the light, but no action on the part of either. A plane flew over us very low, and there was some

uneasiness until it had passed on. We were soon out of the danger zone, and everybody breathed easier.

We arrived at Plymouth at 8:00 a. m., September ninth. We did not dock, a tender meeting the boat and taking off passengers and luggage. We anchored in the bay and did not see much of the city.

We arrived at London at 7:00 a. m., September tenth. After breakfast went to the hotel. The weather had turned cold and rainy and there was no heat in the hotel. I was taken with a bad cold and chills the following morning. Called the doctor and he sent me to bed. Ran a very high temperature and was ill and confined to bed three days, losing five pounds in weight.

On September fourteenth I was able to travel and went to Liverpool by day train. The country looked fine and prosperous. Farms were well tended and the crops big. There were splendid herds of fine cattle, sheep and horses. Many new fine homes have been built and the cities through which I passed seemed to be prosperous, on account of so many new buildings. A canal follows along the L. M. S. Railway through to Liverpool. I saw a number of boats on the canal propelled by gasoline power. The L. M. S. Railway is well kept, with good track and nice passenger cars. The freight equipment is all small, no cars being over sixteen ton capacity.

On September fifteenth I left Liverpool for Holyhead. The ride was very interesting. The farms and small villages were well kept and had an air of prosperity. The fields were laden with fine wheat, oats and hay. I also saw great herds of cattle, sheep and horses. All stock seemed well bred and was large and in fine condition, due to the good pastures, which were all green. Much of the grain was in stacks and each stack of grain had a thatched covering similar to the roofs of the small farmhouses.

After leaving England and going into Wales, I observed a change in architecture in the farm homes and outbuildings. They were not so attractive looking nor so substantially built. They were mostly brick and stucco, while in England they were mostly brick and of good size. I learned that they must have solid walls of not less than nine inches. We ran along the coast of the Irish Sea. Saw some bridges of stone structure which must have taken years to build. I also saw bridges built to cross rivers which ended high in the air. I found they operated a ferry by having a platform suspended below the bridge and carried across the river which allowed vehicles and people to land, thus doing away with expensive approaches.

Holyhead is an attractive little city and has a good harbor and a great deal of traffic, both freight and passenger. I sailed from Holyhead for Kingston, Ireland. We had a stormy voyage across the Irish Sea. Went through Kingston to Dublin by train. Stayed in Dublin over night, took the train for Belfast September sixteenth and sailed from there for Glasgow the same date, arriving in Glasgow, Sep-

tember seventeenth, going from there by train to Edinburgh. In Glasgow the great shipyards were very busy. Saw the hull of the new "Queen Mary."

On the way from Edinburgh to Greenock, September nineteenth, I stopped in Glasgow to dine with some friends and after dining they drove me to Greenock. A beautiful drive through a wonderful country along the Firth. Saw many ships being built. Greenock has a large ship building plant. The city stretches along the river for many miles and is substantially built, being all stone and brick construction. Business is good and no idle men, in fact the papers claim a shortage of labor. Like in the States there are several strikes in the British Isles for higher wages, better working conditions, shorter hours and a demand by leaders for more unions. Just like in the States, there is a decided movement for better housing and living conditions. Cost of living has advanced greatly and people are feeling it now. Many new innovations are proposed, particularly pertaining to agriculture and all classes of business. The question now before the people is how to keep out of the war between China and Japan. The Spanish question also looms high above all else as to the piracy in the Mediterranean Sea. The whole situation is tense, and all the master minds are working on a solution. No one can predict the outcome, but all are hoping to avoid another war.

I remained in Greenock for six days and sailed at 2:00 p. m., September 25th, on the "Duchess of Richmond." Going down the Clyde to the North Channel, the scenery was wonderful. We, as always, saw Paddy's Milestone in the middle of the Channel. I did not retire until we passed Malinhead Light House on the north coast of Ireland.

We had a pleasant voyage until the third day out when we ran into a gale which lasted for thirty-six hours. Head-on winds made the ship seem to stand on its nose and then on its stern. I never saw such a high sea, and we could not stay out on account of the wind and the water running over the decks. We finally landed at Montreal. I spent the day looking over Montreal, which is a thriving city, and business seems good, with very little unemployment. From there I took a train for home. I had made a complete trip around the globe.

There are several species of birds which may always be found on the wind-swept prairies bordering the foothills of the Rockies, says Alfred M. Bailey and Robert J. Neidrach, writing in "Natural History." Some nest on the ground and others in the willows and cottonwoods which line the stream beds of the rugged arroyos. But they like the drab-colored mountain plover best of all. The little brown bird is so shy that it is hard to get close enough to study its ways. The plover makes its nest on the ground.

Modern civilization gives recognition to expertness in quality rather than in mass production.

• • Run of the Mine • •

A Happy New Year To All

FOURTEEN years have passed since the first number of the *Employees' Magazine* was published. Glancing over the earlier issues, recalls many happenings that have been forgotten. Deaths, accidental and otherwise, births, marriages, much that was both sorrowful and inspiring. The Boy and Girl Scout organizations, our splendid brass and Kiltie bands, that carry on and grow better as the years pass, are institutions that have meant much to all. They are in the record.

Perhaps the first of two things we should be most proud of is the reductions made in mine accidents, offset to some extent by the growing number of highway accidents. Next comes our Old Timers Association that grows steadily in numbers and influence. A wider understanding of the theory of collective bargaining has come to employes and management in the past few years, such including a fuller acceptance of the theory that a definite measure of cooperation is absolutely necessary to mutual success. We do not hesitate to say that the men who work in and about our mines represent a high type of citizenship, and the influence of the hundreds of good wives and mothers has contributed much to the happier conditions that now exist. We should not forget that the blighting strikes, shut-downs and sit-downs, that have existed elsewhere are strangers to our employes. Fifteen years have passed since a suspension of work has occurred in the Wyoming coal mines.

Our new mine, now well under way at Superior and which will be completed and under production in August next, has been named the "D. O. Clark" mine after Mr. D. O. Clark, who came to the properties in 1868 as a clerk, rising to the position of General Manager, retiring in 1914 and dying in 1921. Forty-six years of faithful, active, capable service has been remembered by naming after him what will be the largest and most modern coal mine located west of the Illinois coal field. We propose to place Mr. Clark's name over the mine portal, as an inspiration to the younger men who work therein.

The government and the people of the United States have for the past few years indulged in much social and economic experimentation, the greater portion of which has failed, our general business and employment situation yet in a rather bad way.

Cure-alls for social ills, however thought out, cannot be made to work overnight. As we have heretofore said, it takes time to change human nature. We have at least proven that neither a nation nor an individual can secure prosperity by reckless expenditure. No substitute for industry and thrift has as yet been discovered, Dr. Townsend to the contrary. Withal, we as a people are not suffering from the "purgings" that are so common in Russia, nor have we even considered the dictatorial method of government that exists in Germany and Italy. For poor old China and its people we are bitterly sorry at the treatment afforded them by a predatory sister nation, and likewise do we deplore the internecine war and resultant destruction that exists in Spain, a nation once powerful and progressive.

What we really intended to say in this word of greeting was that we wish for The Union Pacific Coal Company family, old and young, together with their many friends, a Happy, Healthful and Prosperous New Year.

Eugene McDuffie

"Peace on Earth," Except in Ethiopia, Spain and China

WHILE on our way to lunch today, we were charmed with the music of certain old familiar hymns coming from a chime of bells. "Peace on earth, good will to men," was the burden of the refrain, with people traveling to and fro, intent on their Christmas shopping, the celebration of the Nativity uppermost in all minds.

Then our thoughts ran toward three nations who are today suffering murder, rapine and lust, from those who not only wilfully ignore the teachings of Jesus, the Saviour, but likewise those of even older teachers of justice, peace and humanity.

We have no hesitation in saying in this time of world crisis, that in our opinion, both of the great English speaking nations, the United States and Great Britain, have failed humanity. Months ago these two nations should have, in the interest of world peace, combined their naval forces as was done in the North Sea in the Great War, thereafter throwing a cordon of war ships around Japan, giving that ruthless government twenty-four hours to evacuate China, after which similar notice should have been given the two arch egotists of Europe,

Mussolini and Hitler, the same number of hours in which to stop strutting through half civilized Ethiopia, and poor old Spain; that Spain to which civilization is indebted for early and courageous exploration in the new world, as well as for much that is charming and beautiful in architecture and literature.

It would not have been necessary to declare war against any of the rapacious war lords who, drunk with imaginary power, are keeping the civilized peoples of the world in a state of half panic. That certain gesture, a declaration of war, that nations have heretofore been so meticulously exact in carrying out before attacking another nation, has been completely thrown out the window by Japan, Italy, Germany and to a less extent by Russia. If the two great English speaking nations could rise to the occasion another world war might be averted. There are signs that "John Bull" and "Uncle Sam" have traded "action" for "note writing."

"Some" Glorious Mix-up

WESTBROOK PEGLER, one of our most interesting columnists, recently wrote of our *great* international relationship as follows. It should be borne in mind that the Duke of Windsor is the only one in the collection who has not one or more divorces to his *discredit*. Here is Mr. Pegler's merry-go-round:

"Earnest Simpson, of London, the former husband of Dorothea Parsons Simpson and of the Duchess of Windsor, the former wife of Com. Earl Winfield Spencer, U. S. N., the former husband of Mrs. Miriam J. Spencer and husband of Mrs. Norma Reese Johnson Spencer, has married Mrs. Mary Kirk Raffray, the former wife of Jacques Achille Louis Raffray, who has married Mrs. Connie De Bower, the former wife of Herbert De Bower.

"Mr. De Bower is the ex-husband of the wife of the ex-husband of the wife of the ex-husband of both Dorothea Parsons Simpson and the Duke of Windsor's wife, the ex-wife of the ex-husband of Mrs. Miriam J. Spencer, the husband of Mrs. Norma Reese Johnson Spencer.

"Or, to put it otherwise, the Duke of Windsor's wife is the ex-wife of the husband of the ex-wife of the husband of the ex-wife of Mr. De Bower and four to carry. Or, still otherwise, the ex-wife of the husband of Mr. De Bower's ex-wife is the wife of the ex-husband of the Duke of Windsor's wife, the ex-wife of the ex-husband of the ex-wife of the husband of the present Mrs. Spencer and carry one.

"Or, perhaps more simply, Mrs. Dorothea Parsons Simpson is the ex-wife of the husband of the ex-wife of the husband of the ex-wife of Mr. De Bower and, by the same process, is ex-wife of the ex-husband of the Duke of Wind-

sor's wife, the ex-wife of the ex-husband of Mrs. Miriam J. Spencer.

"Water won't quench fire; fire won't burn stick; stick won't beat dog; dog won't bite pig; pig won't climb over the stile and the old lady cannot get home tonight.

"Mr. Raffray is the ex-husband of the wife of the ex-husband of the ex-wife of the ex-husband of Mrs. Miriam J. Spencer, the ex-wife of the ex-husband of the Duke of Windsor's wife, the ex-wife of Mr. Raffray's own ex-wife's husband, ex-husband of Dorothea Parsons Simpson, and is himself the husband of the ex-wife of Mr. De Bower, whose present status is that of ex-husband.

"Take one blue bottle from 99 blue bottles, leaving 98 blue bottles hanging on the wall; take one blue bottle from 98 blue bottles, leaving 97 blue bottles hanging on the wall; take one blue bottle from 97 blue bottles, leaving 96 blue bottles hanging on the wall."

What a mess! What a mess!

Railroad and Coal Company Prosperity Inter-related

THE Union Pacific Coal Co. has but one major customer—The Union Pacific Railroad Co. The amount of coal purchased by the railroad depends wholly upon the volume of traffic available, particularly freight traffic. More recently freight traffic has been falling off due to the almost universal business recession. For example, the loading of revenue freight for the week ending Dec. 4th totaled 623,337 cars, a decrease of 120,958 cars, or 16.4 per cent below the corresponding week of 1936.

The President of the Union Pacific Railroad is quoted in a Cheyenne paper as stating, on the evening of Dec. 20th, that the cause of the current economic recession is "lack of confidence." Mr. Jeffers did not say just what the people were losing their confidence in. The general impression by newspaper editorial comments, magazine articles, and radio commentators, is that the people have lost confidence in the ability of the high pressure legislative programs recently enacted by the Federal government to serve as a cure-all. In substance, the levy of devastating taxation with poorly planned, hopelessly extravagant expenditures, have failed of result, and there are now some signs on the horizon that Congress intends to return to the state of mind and the legislative methods that made the greatest and most powerful nation in the world out of a handful of sparsely settled colonies.

In substance, running a government is no different from running any other large business and if business principles, rigid economy and sound man-

agement are not forthcoming, one will fail quite as quickly as the other, and Heaven knows, we have had a long drawn out list of extravagantly and poorly managed corporations which have failed. On the other hand, many great corporations have come into existence in the United States, bringing employment to millions, with an extensive and varied production which has brought untold privileges to the American people and the world.

Both political and the labor reforms have of late traveled altogether too fast for successful digestion. Again, as stated by Mr. Jeffers, "uncounted millions of dollars have been withdrawn from circulation merely because the holders of same do not know what waits them just around the corner," the prosperity which has been promised so many times as lurking around the corner, has apparently been very seriously delayed.

The railroads are among the largest purchasers of labor and material, including coal. Due to mounting expenses, the most rigid necessity for economy has been created. This situation can be offset in two ways—first, either by reductions in wages and taxes, or second, by increases in revenue. The railroads have asked the Interstate Commerce Commission for the privilege of applying the second of the above remedies. The Rock Springs Chamber of Commerce, with countless other public bodies, recently passed the following resolution:

"To Whom It May Concern:

"WHEREAS, the opening of the vast Western Empire depended upon the railroads, and

"WHEREAS, the railroads contributed in an unlimited measure from the very opening of this Western Empire and have contributed in even greater measure up to the present day, and

"WHEREAS, we believe that due to the increased costs of supplies and equipment needed by the railroad, the increase in taxes and the increase in labor costs, it is impossible for the railroads to operate on their present rates without great financial difficulties facing them, and

"WHEREAS, it is necessary to the well-being of the West that the railroads remain in a solvent condition,

"NOW, THEREFORE, the Board of Directors of the Chamber of Commerce of Rock Springs, Wyoming, does respectfully request the Interstate Commerce Commission and our Wyoming Congressional Delegates to give this problem most serious study and a verdict favorable to the conditions of this resolution.

"Respectfully submitted,

"ROCK SPRINGS CHAMBER OF COMMERCE

"(sgd) ELDEN JOHNSON, *President*.

"(sgd) E. V. MAGAGNA

Chairman, Resolutions Committee

"(sgd) NEAL CAIN

"Secretary"

Every man interested in the welfare of the Union Pacific Railroad (or any other railroad), should give consideration to the suggestions made by the Rock Springs Chamber of Commerce.

Another Experiment Concluded

WE have never thought that any enterprise operated to create class distinctions would long survive in the United States. We still have the "Jim Crow" color line divisions in the south, but this situation is merely the concomitant of racial differences that were established several generations gone, and which are being gradually obliterated.

Here a man likes to feel that he and his family are as good, if not a trifle better than the average of his neighbors. Nor does he wish to be assigned to any certain station in life as a permanent thing, in substance, we all wish to think at least, that "something better" will come along some day.

In 1921, there was established at Katonah, New York, the Brookwood Labor College. Labor unions made contributions chiefly in the form of scholarships, and several well-to-do friends of labor contributed money, buildings, etc. The purpose of the college was to educate potential union leaders, in substance, to create an educated minority, who would lead the rank and file in Elysian pastures, raising wages, shortening hours and in a general way, making life more abundant for all.

However, in October last, the college closed its doors, presumably for good, past contributors discontinuing their subscriptions, the labor unions apparently cooling toward the enterprise. The real facts are that labor feels safer in the hands of men who have themselves done a little work and who know the details of the job, and further, only a few of the starry-eyed ones found it possible to go along with the Brookwood profs.

We are Making Progress

THE Book of Books quotes the Master as saying: "Greater love hath no man than this, that a man lay down his life for his friends." (John 15-13.)

Is it unreasonable to ask if it is not equally meritorious to save the life of a friend and fellow worker without sacrificing your own life? We believe that the welfare of society might be even better served by so doing. It should be borne in mind that the world had not in Christ's day experienced or even anticipated the industrial life that exists today.

In Christ's day, violent death came in the majority of cases from murderous banditry. If there had existed in the first century A. D., coal and metal mines, mills and factories, and millions of auto-

mobiles, driven too often by drunken and otherwise irresponsible drivers, something special might have been said by Christ emphasizing the importance of Safety.

We have the record on The Union Pacific Coal Company property for three periods, the first two periods of five years each, the third period of four years and eleven months duration. *The comparison proves two things; first it can be done; second, our employees have now really gotten into accident prevention.* Here are the figures:

Period	Number Fatal	Lost Time Non-fatal	Accidents Total	Man-hours worked for each accident	Per cent increase in man-hours per Lost Time Accident
1923-1927 5 years	48	1319	1367	15,617	
1928-1932 5 years	35	1045	1080	16,329	4
1933— 11/30-37 4 yrs. 11 mos. 1st 11 months	22	240	262	60,052	284
1937 only	2	35	37	90,661	480

Ten years, or three years more than Ruth served for a husband, was a long time to wait for results, but the past five years show that life and limb can be saved. We are grateful for the earnest employees who have made this splendid showing possible and we are not unmindful of what the men's and Boy and Girl Scout First-Aid Teams have done for the cause. Let us try to go through 1938 without a single fatal accident. Fifteen years' figures will be shown in our February Employees' Magazine.

The Chicago Memorial Day Riot

THE sixty-one persons who participated in the Memorial Day steel riot near the plant of The Republic Steel Company in Chicago recently pleaded guilty.

"We will stipulate," they said, "that these defendants and others in excess of 1000 armed themselves with sticks, stones, and other missiles and tried to pass through the police lines, causing a riot in which several persons were killed."

Charges of conspiracy which had been made were dropped, and Judge Graber in accepting the recommendations for small fines said he blamed agitators for the riot, which occurred during a strike in which ten strikers were killed by the police who were resisting the onslaught. The police were absolved by a coroner's jury.

This mob got off easily. When 1000 or more arm

themselves and attempt to break through a police line to get at men who prefer working to striking, murder and murder only, is the real intent. In the long run, violence will not serve the cause of lawfully minded labor.

More Jobs in Washington, Fewer at Home

Mr. A. W. Robertson, Chairman of Westinghouse Electric and Manufacturing Company, recently wired Senator Pat Harrison and Representative Vinson, that "it is well to remember that money paid in taxes cannot be paid in wages." Mr. Robertson further stated that the increase in taxes paid by Westinghouse since 1935, would be sufficient to pay the annual wages of 6,500 unemployed men.

Westinghouse's taxes have gone up from \$2,500,000 in 1934 to more than \$16,000,000 in 1937. The higher the taxes, the greater number of jobs in Washington, the fewer back home. Let us all ask for jobs in Washington.

The Wanderings of a Modern Ulysses, Mr. George O. Brophy

ELSEWHERE in this number of the Employees' Magazine, we present "Around the World," by Mr. George O. Brophy, a retired official of the Union Pacific Railroad well known to many of our readers.

Mr. Brophy left Omaha by rail for the west coast July 3rd, sailing homeward bound from Greenock, Scotland, September 25, reaching Omaha early in October, 1937, this leisurely trip occupying three months.

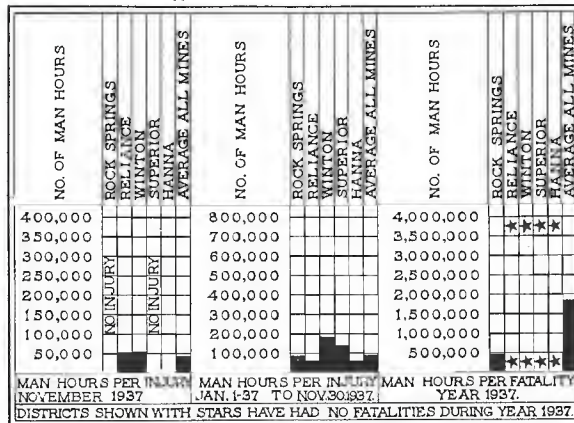
In the old days, youths just out of college were sent abroad to round out their education and to profit by contact with alien people. In this day with their life's work done, elderly persons go abroad or even travel around the world, looking at strange peoples and stranger customs with perhaps a more tolerant attitude. Our readers will enjoy the informative narrative written by Mr. Brophy.

Our New Dress

We hope our readers will like our new cover. Even though we may be handicapped by the lack of an honest-to-goodness editor, the team-work done by the staff, plus the help of our publisher, Mr. Swoboda, and Mr. R. W. Pierce of the Omaha office, enables us to get out a magazine that for some reason people read. If we were to ask for a further blessing, it would be that some of our 2,400 men, their wives, sons and daughters, would contribute more. It is after all an Employees' Magazine.

Make It Safe

November Accident Graph



NOVEMBER certainly did not help the looks of the accident graph. The districts which lost ground during the month were: Reliance, with one very serious injury; Winton, with one serious injury; and Hanna, with four injuries, none of which were very serious, and a fifth one which occurred earlier in the year and is included during the month of November. The accidents which occurred at Hanna were not as serious as the two at the other districts but it was disappointing for a district with such a good record to have a large number of minor injuries. The natural hazards at Hanna have caused few injuries during the past several months, which shows that the men working under these conditions are working carefully and are giving considerable thought to their work. The men employed at less hazardous work will have to give more attention to their safety.

As of November 30, 1937, three of the districts show an improvement over the same period last year, these districts being Rock Springs, Winton and Superior. The records for Reliance and Hanna are not as good this year as they were for 1936. What about next year? Start January 1st by making every day "Safety Day" and everyone will be happier and healthier on December 31st—the record will be better also.

COMPENSABLE INJURIES AND MAN HOURS BY MINES

NOVEMBER, 1937

Place	Man Hours	Injuries	Per Injury
Rock Springs No. 4..	31,157	0	No Injury
Rock Springs No. 8..	36,295	0	No Injury

Rock Springs Outside	17,219	0	No Injury
Total.....	84,671	0	No Injury
Reliance No. 1.....	31,346	1	31,346
Reliance No. 7.....	11,858	0	No Injury
Reliance Outside	9,450	0	No Injury
Total.....	52,654	1	52,654
Winton No. 1.....	45,073	1	45,073
Winton Outside	9,646	0	No Injury
Total.....	54,719	1	54,719
Superior "B"	20,195	0	No Injury
Superior "C"	20,559	0	No Injury
Superior "D"	21,245	0	No Injury
Superior Outside ...	15,519	0	No Injury
Total.....	77,518	0	No Injury
Hanna No. 4.....	33,110	3xx	11,037
Hanna Outside	11,549	2	5,775
Total.....	44,659	5xx	8,932
All Districts, 1937...	314,221	7	44,889
All Districts, 1936...	336,469	9	37,385

PERIOD JANUARY 1 TO NOVEMBER 30, INCLUSIVE

Rock Springs No. 4..	323,309	3	107,770
Rock Springs No. 8..	407,169	8	50,896
Rock Springs Outside	195,605	0	No Injury
Total.....	926,083	11	84,189
Reliance No. 1.....	347,417	4	86,854
Reliance No. 7.....	98,924	4	24,731
Reliance Outside ...	102,564	1	102,564
Total.....	548,905	9	60,989
Winton No. 1.....	457,310	3	152,437
Winton Outside	96,194	0	96,194
Total.....	553,504	3	184,501
Superior "B"	222,222	3	74,074
Superior "C"	232,155	2	116,078
Superior "D"x	222,411x	0	No Injury
Superior Outside	170,989	1	170,989
Total.....	847,777	6	141,296

Hanna No. 4.....	346,948	6	57,825
Hanna Outside	131,239	2	65,620
Total.....	478,187	8	59,773
All Districts, 1937	3,354,456	37	90,661
All Districts, 1936..	3,376,652	45	75,037

x—Includes man hours for Superior "E" Mine, January 1 to March 31, 1937.

xx—Includes injury to Andrew Royce, July 29, 1937.

Keep Your Name Off This List

The following men, on account of their having sustained a compensable injury during the past eleven months, are ineligible to participate in the awarding of the grand prize—a new five-passenger automobile—which will be awarded at the end of the year 1937.

William Batters, Rock Springs
August Gentilini, Rock Springs
Carl Good, Rock Springs
Lino Jokich, Rock Springs
J. E. Jones, Rock Springs
Elmer Maki, Rock Springs
Edwin J. Parr, Rock Springs
Ernest Roughley, Rock Springs
Marko Sikich, Rock Springs
Anton Starman, Rock Springs
Edward Willson, Rock Springs

Wells Anderson, Reliance

Mike Balen, Reliance
A. J. Bevola, Reliance
Dominick Ferrero, Reliance
Lucas Howard, Reliance
Ciril Jackovich, Reliance
William McPhie, Reliance
Louie Podbevsek, Reliance
Z. A. Portwood, Reliance

Steve Berakis, Winton
Tony Morino, Winton
Stewart Tait, Winton

Gus Ambus, Superior
Angelo Angeli, Superior
George Bender, Superior
Frank Buchanan, Superior
W. J. Norvell, Superior
John Pilch, Sr., Superior

Robert Cummings, Hanna
Charles Higgins, Hanna
John Hill, Hanna
Joe Mellor, Hanna
Andrew Pasonen, Hanna
Andrew Royce, Hanna
Geo. Staurakakis, Hanna
Matt Wakkuri, Hanna

"You say you were once cast away on a desert island, entirely without food. How did you live?"

"Oh, I happened to have an insurance policy in my pocket and I found enough provisions on it to keep me alive till I was rescued."

Monthly Safety Awards

SAFETY meetings for the month of November were held December 1, 2, 3, 4 and 6 at Winton, Reliance, Rock Springs, Hanna and Superior, respectively.

Rock Springs again broke the attendance record with over six hundred men in attendance. At the other districts the meetings were well attended also.

Mines which were eligible for safety awards were: Rock Springs Nos. 4 and 8, Reliance No. 7,

Superior "B," "C" and "D" Mines—Superior "D" Mine also drew for a suit of clothes. Injuries in Reliance No. 1, Winton No. 1 and Hanna No. 4 Mines made them ineligible to participate in the cash awards. It is hoped that all mines will be eligible for safety awards at the next safety meetings.

Following are the various winners for the cash and suit awards:

Mine	First Prize \$15 Each	Second Prize \$10 Each	Third Prize \$5 Each	Unit Foreman \$10 Each
Rock Springs No. 4	Joe Welsh	Frank Potocnik	Charles Mlinar	Anton Zupence
Rock Springs No. 8	Cyril Yenko	Fred B. Menghini	Frank Cukale	Matt Marshall
Reliance No. 7	Woodrow Robertson	Andrew Havrilo	Clement Anselmi	Harvey Fearn
Superior "B"	Jos. W. Weeks	W. H. MacDonald	Reno Moretti	P. J. Ward
Superior "C"	Joe Cristanelli	Mike Evakich	Robt. Finnegan	A. M. Johnson
Superior "D"	Dan Amerson	Henry Lenzi	Nick Conzatti, Jr.	Paul Cox
Total	\$90	\$60	\$30	\$60

Suit of clothes was awarded Blaz Taday, Superior "D" Mine.

Reliance No. 1, Winton No. 1 and Hanna No. 4 Mines were ineligible to participate.

Individual Safety Standings of the Various Mine Sections in the Annual Safety Contest

Period January 1 to November 30, 1937

SEVEN injuries shown for the month of November put five of the sections out of the "No Injury" column, four of these injuries occurring underground and one on the surface. This leaves 27 out of the 100 sections without an injury. For comparison at the end of November, all districts for 1937 have worked 90,661 man hours per injury; for the year 1936—75,037 man hours per injury. We hope that as December ends, this comparison will be still better.

Have you had an injury during 1937? Have you worked all year? If you haven't had an injury and are employed at the close of the year, you will be

eligible to participate in the drawing for the new five-passenger automobile which will be given away at a big safety meeting, the date of which will be announced soon.

When you get this issue of the "Employees' Magazine" it will be time to make new resolutions. Keep in mind that it is better to think about accidents before they happen and maybe they can be prevented. If you are accident-conscious, make this one of your resolutions: "For the sake of my family, myself and my fellow workmen, I will work safely every day during the year 1938."

UNDERGROUND SECTIONS							Man Hours
Section Foreman	Mine	Section	Man Hours	Injuries	Per Injury		
1. Clyde Rock	Superior	C, Section 5	48,104	0	No Injury		
2. Chester McTee	Rock Springs	4, Section 9	43,666	0	No Injury		
3. Ed. While	Hanna	4, Section 5	41,881	0	No Injury		
4. Frank Hearne	Hanna	4, Section 2	41,300	0	No Injury		
5. Joe Goyen	Superior	B, Section 5	40,446	0	No Injury		
6. George Wales	Hanna	4, Section 6	40,397	0	No Injury		
7. Ben Cook	Hanna	4, Section 3	38,367	0	No Injury		
8. Lester Williams	Rock Springs	4, Section 8	37,856	0	No Injury		
9. R. T. Wilson.....	Winton	1, Section 9	37,436	0	No Injury		
10. W. H. Buchanan.....	Reliance	1, Section 5	36,274	0	No Injury		
11. Roy Huber	Superior	B, Section 4	35,483	0	No Injury		
12. Robert Maxwell	Reliance	1, Section 3	35,077	0	No Injury		
13. Joe Fearn	Reliance	1, Section 6	34,342	0	No Injury		
14. James Reese	Rock Springs	8, Section 3	33,663	0	No Injury		
15. Sam Gillilan	Superior	D, Section 2	33,579	0	No Injury		
16. H. Krichbaum	Rock Springs	4, Section 2	33,040	0	No Injury		
17. Sylvester Tynsky	Winton	1, Section 6	32,760	0	No Injury		
18. Dan Gardner	Superior	D, Section 3	32,347	0	No Injury		
19. Richard Haag	Superior	D, Section 4	32,319	0	No Injury		
20.	Superior	C, Section 2	32,298	0	No Injury		
21. W. B. Rae.....	Hanna	4, Section 1	32,081	0	No Injury		
22. Paul Cox	Superior	D, Section 5	31,773	0	No Injury		
23. Wm. Benson	Reliance	1, Section 7	31,745	0	No Injury		
24. Anton Zupence	Rock Springs	4, Section 7	31,633	0	No Injury		
25. Arthur Jeanselme	Winton	1, Section 4	31,633	0	No Injury		
26. Henry Bays	Superior	D, Section 6	31,262	0	No Injury		
27. Julius Reuter	Reliance	1, Section 9	31,255	0	No Injury		
28. James Hearne	Hanna	4, Section 7	30,373	0	No Injury		
29. Steve Welch	Reliance	1, Section 8	29,680	0	No Injury		
30. John Peterneil	Winton	1, Section 3	29,218	0	No Injury		
31. Richard Arkle	Superior	B, Section 2	29,176	0	No Injury		
32. Joe Botero	Winton	1, Section 12	29,092	0	No Injury		
33. John Traeger	Rock Springs	4, Section 1	28,805	0	No Injury		
34. D. M. Jenkins.....	Winton	1, Section 10	28,791	0	No Injury		
35. John Valco	Winton	1, Section 11	28,763	0	No Injury		

36.	Chas. Grosso	Reliance	1,	Section 1	28,672	0	No Injury
37.	George Harris	Winton	1,	Section 8	27,440	0	No Injury
38.	Ed. Overy, Sr.	Superior	B,	Section 6	27,377	0	No Injury
39.	Steve Kauzlarich	Winton	1,	Section 13	27,370	0	No Injury
40.	A. M. Strannigan	Winton	1,	Section 14	27,216	0	No Injury
41.	Peter Marinoff	Winton	1,	Section 5	27,069	0	No Injury
42.	Evan Thomas	Rock Springs	8,	Section 3	27,055	0	No Injury
43.	Andrew Spence	Winton	1,	Section 7	27,006	0	No Injury
44.	John Zupence	Rock Springs	8,	Section 2	26,334	0	No Injury
45.	Albert Hicks	Superior	C,	Section 7	25,844	0	No Injury
46.	Matt Marshall	Rock Springs	8,	Section 6	25,543	0	No Injury
47.	John Cukale	Rock Springs	8,	Section 9	25,053	0	No Injury
48.	Milan Painovich	Rock Springs	8,	Section 10	24,696	0	No Injury
49.	Ben Caine	Superior	D,	Section 7	24,535	0	No Injury
50.	Adam Flockhart	Superior	C,	Section 1	24,129	0	No Injury
51.		Superior	C,	Section 3	23,919	0	No Injury
52.	James Gilday	Winton	1,	Section 15	23,590	0	No Injury
53.	Andrew Young	Rock Springs	8,	Section 4	23,562	0	No Injury
54.	Frank Silovich	Rock Springs	8,	Section 12	23,100	0	No Injury
55.	J. Deru	Rock Springs	8,	Section 7	22,309	0	No Injury
56.	Ed. Christensen	Rock Springs	8,	Section 11	20,468	0	No Injury
57.	Dave Wilde	Rock Springs	8,	Section 14	20,468	0	No Injury
58.	Nick Conzatti, Sr.	Superior	D,	Section 1	19,719	0	No Injury
59.	Angus Hatt	Rock Springs	8,	Section 13	18,249	0	No Injury
60.	Harry Faddis	Reliance	1,	Section 11	18,018	0	No Injury
61.	Anthony B. Dixon	Superior	D,	Section 8	16,877	0	No Injury
62.	Geo. Blacker	Rock Springs	8,	Section 16	16,422	0	No Injury
63.	Harvey Fearn	Reliance	7,	Section 4	7,700	0	No Injury
64.	R. C. Bailey	Winton	1,	Section 18	5,306	0	No Injury
65.	Thos. Edwards, Jr.	Winton	1,	Section 20	5,166	0	No Injury
66.	George Sprowell	Winton	1	Section 19	5,082	0	No Injury
67.	John Krppan	Winton	1	Section 16	4,851	0	No Injury
68.	James Herd	Winton	1,	Section 21	4,739	0	No Injury
69.	Homer Grove	Reliance	1,	Section 12	4,599	0	No Injury
70.	Roy McDonald, Jr.	Winton	1,	Section 17	4,424	0	No Injury
71.	A. L. Zeiher	Reliance	1,	Section 14	1,330	0	No Injury
72.	L. Rock	Superior	C,	Section 6	42,476	1	42,476
73.	Alfred Russell	Rock Springs	4,	Section 5	40,838	1	40,838
74.	Charles Gregory	Rock Springs	4,	Section 6	40,754	1	40,754
75.	James Harrison	Hanna	4,	Section 8	39,648	1	39,648
76.	Clifford Anderson	Superior	C,	Section 4	35,385	1	35,385
77.	Alfred Leslie	Superior	B,	Section 7	33,957	1	33,957
78.	Sam Canestrini	Reliance	1,	Section 4	33,929	1	33,929
79.	Reynold Bluhm	Rock Springs	4,	Section 4	33,054	1	33,054
80.	L. F. Gordon	Superior	B,	Section 3	32,865	1	32,865
81.	D. K. Wilson	Reliance	1,	Section 10	32,634	1	32,634
82.	R. J. Buxton	Rock Springs	8,	Section 1	64,316	2	32,158
83.	M. J. Duzik	Reliance	7,	Section 3	30,212	1	30,212
84.	Lawrence Welsh	Winton	1,	Section 2	26,964	1	26,964
85.	Jack Reese	Reliance	7,	Section 2	26,950	1	26,950
86.	Grover Wiseman	Superior	B	Section 1	22,918	1	22,918
87.	Joe Jones	Hanna	4,	Section 4	40,474	2	20,237
88.	Thos. Overy, Jr.	Rock Springs	8,	Section 15	20,013	1	20,013
89.	Robert Stewart	Reliance	7,	Section 1	34,062	2	17,031
90.	Gus Collins	Hanna	4,	Section 9	32,263	2	16,132
91.	Evan Reese	Reliance	1,	Section 2	29,862	2	14,931
92.	John Sorbie	Rock Springs	8,	Section 5	27,461	2	13,731
93.	Wilkie Henry	Winton	1,	Section 1	23,394	2	11,697
94.	Thomas Rimmer	Hanna	4,	Section 10	10,164	1	10,164
95.	Harry Marriott	Rock Springs	8,	Section 8	22,120	3	7,373

Section Foreman	OUTSIDE SECTIONS District	Man Hours	Injuries	Man Hours Per Injury
1. Thomas Foster	Rock Springs	195,605	0	No Injury
2. R. W. Fowkes.....	Winton	96,194	0	No Injury
3. Port Ward	Superior	170,989	1	170,989
4. William Telck	Reliance	102,564	1	102,564
5. E. R. Henningsen.....	Hanna	131,239	2	65,620
TOTAL ALL SECTIONS, 1937.....		3,354,456	37	90,661
TOTAL ALL SECTIONS, 1936.....		3,376,652	45	75,037

Bulletin Boards

STATEMENT SHOWING NUMBER OF CALENDAR DAYS WORKED BY THE VARIOUS DEPARTMENTS, OR MINES, SINCE THE LAST COMPENSABLE INJURY

FIGURES TO NOVEMBER 30, 1937

	Underground Employees Calendar Days
Rock Springs No. 4 Minc.....	54
Rock Springs No. 8 Mine.....	89
Reliance No. 1 Mine.....	26
Reliance No. 7 Mine.....	60
Winton No. 1 Mine.....	12
Winton No. 3 Mine.....	478
Superior "B" Mine.....	71
Superior "C" Mine.....	90
Superior "D" Mine.....	375
Hanna No. 4 Mine.....	18
	Outside Employees Calendar Days
Rock Springs No. 4 Tipple.....	2,590
Rock Springs No. 8 Tipple.....	1,170
Reliance Tipple	1,006

Winton Tipple	2,790
Superior "B" Tipple.....	258
Superior "C" Tipple.....	3,064
Superior "D" Tipple.....	244
Hanna No. 4 Tipple.....	18

General Outside
Employees
Calendar Days

Rock Springs	1,902
Reliance	60
Winton	2,387
Superior	2,659
Hanna	762

November Injuries

DOMINICK FERRERO, *American, age 22, single, motorman, Section No. 10, Reliance No. 4 Mine.* Amputation of right arm, fracture of left clavicle and laceration of chest, abdomen and pelvis. Period of disability undetermined.

Dominick was bringing out six loads from the inside of the entry, when the trolley pole came off the wire at a point about 900 feet from the slope parting, where it is low and heavily timbered. The pole was broken and had probably caught on a prop which pulled it from the motor. About 450 feet from this point,

Man Hours of Exposure Per Injury - Eleven Months 1936 and 1937 Compared

YEAR 1936				YEAR 1937			
Month	For Month	For Period	Ratio	For Month	For Period	Ratio	
January	291,952		100.0	120,139		100.0	
February	335,624	313,788	104.1	87,162	101,295	84.3	
March	281,704	303,093	103.8	180,461	118,837	99.0	
April	144,404	239,617	82.1	82,177	109,710	91.3	
May	53,584	146,601	50.2	113,288	110,221	91.7	
June	87,589	132,983	45.5	94,628	107,469	89.5	
July	60,610	112,879	38.7	131,970	110,048	91.6	
August	35,506	87,088	29.8	289,856	119,039	99.1	
September	168,620	92,711	31.8	44,791	99,789	83.1	
October	50,225	84,450	28.9	115,309	101,341	84.4	
November	37,385	75,037	25.7	44,889	90,661	75.5	

Dominick apparently tried to get off the motor, and in doing so, his lamp cord caught on the handle of the sander, causing him to fall with his arm going between the locomotive wheels. He was dragged about 500 feet to the slope parting, where the trip stopped. He pulled himself loose from the motor and went to the slope telephone and called for help. His nerve and presence of mind in stopping the bleeding undoubtedly saved his life.

STEVE BERAKIS, *Greek, age 54, single, faceman, Section No. 2, Winton No. 1 Mine.* Fracture of two ribs on the left side, also fracture of three toes, left foot. Period of disability undetermined.

Steve was working in a room pillar place. They had just fired three shots and had returned to the working place, sounded the top and found a loose piece of cap rock sticking out about eighteen inches over the coal. The men tried to take this rock down with picks but were unable to do so. They decided to shovel out the coal, in order to make a place to put up a prop to secure it. Steve was shoveling this coal when the cap rock came down and hit him. A little care would have prevented this accident. Loose top is dangerous and must be treated as such if we are to prevent accidents of this nature.

JOHN HILL, *Finn, age 21, single, tippelman, Hanna No. 4 Tipple.* Laceration and fracture of second and third fingers of right hand. Period of disability 32 days.

The rope, which was attached to the bail on the loading boom, had come off the sheave and the boom was resting on the lump car. The box car loader operator asked John to help him lift the bail up so they could put the rope on the sheave. When the bail was nearly in an upright position, the sheave fell sideways and caught John's finger between the sheave and the bail. A little attention could have been given the sheave as the rope was loose, and it was surely apparent that the sheave would fall sideways when in this position. This accident was avoidable.

JOE MELLOR, *American, age 19, single, slate picker, Hanna No. 4 Tipple.* Superficial "V" shaped laceration on right forearm with some infection. Period of disability 16 days.

Joe was picking rock and tramp iron out of the coal on the belt leading to the magnetic pulley. He noticed a piece of tramp iron on the belt and tried to take it off. The pull of the magnet held the iron on the belt, and his arm was pulled against the belt, cutting his arm. If Joe had been standing in the place provided for him it would have been impossible to get his arm caught as he states. The place provided to pick rock is properly guarded and well lighted. *Guards are put there for your protection.* A safe worker will use them.

MATT WAKKURI, *Finn, age 50, married, driller and shot firer, Section No. 4, Hanna No. 4 Mine.* Bruise on calf of right leg and abrasion above elbow of right arm. Period of disability 22 days.

Matt and his partner were working in an entry. They had drilled seven holes and were shooting them. The blasting cable which they were using was short. When they fired the last hole, which was the top rib hole, a piece of coal flew and struck Matt on the calf of the leg. Shooting with a blasting cable which is too short is very dangerous and several men have been injured in the past from this practice. This was certainly an avoidable injury.

ANDREW PASONEN, *Finn, age 53, married, driller, Section No. 10, Hanna No. 4 Mine.* Fracture of second toe, right foot. Period of disability estimated three weeks.

Andrew and his partner had just shot a high side crosscut in a room. After they finished shooting they started to trim down the loose top. Andrew was working on the high side of the crosscut and as he was pulling down some coal, another piece fell and hit his foot. The high side crosscuts are driven from the top of the high rib and nearly all of the trimming necessary is done overhead. This requires careful work and men doing it must be alert at all times.

ANDREW ROYCE, *American, age 37, married, faceman, Section No. 4, Hanna No. 4 Mine.* Corneal ulcer, left eye. Period of disability 22 days.

Andrew claimed that on or about July 29, dust flew in his eye, causing corneal ulcer.

**Do
THE JOB
RIGHT**

**THERE IS
NO
SHORT CUT
TO
SAFETY**

Robert Burns

THE twenty-fifth of January is the Scotsman's "ane day," the nearest thing to a Saint's birthday that a nation with a Calvinistic background could possibly entertain.

Burns was born in a little clay biggin about two miles south of Ayr, in the neighborhood of Alloway Kirk and The Bridge of Doon, on the 25th of January, 1759. The little cottage, its walls of clay, with a thatched roof, was so frail, that a week after the poet's birth, a violent storm blew in one of its walls, and mother and child were carried at midnight to the shelter of a neighbor's dwelling.

We read much of poverty in our own rich land with millions poured out ostensibly for relief, and yet in Burns' day the mass of tenantry and labor lived under even worse conditions than those who today look upon public and governmental aid as a right. Poverty has its distressing side, but the fact remains that the men and women who have made the greatest contributions to the world and humanity, were born in a state of poverty; they struggled with poverty and rose above their environment; in many instances to great heights. Of this class was Burns, a man with many weaknesses, a poet whose verse will bring a response from every human heart, to the very end.

In H. V. Morton's "In Search of Scotland," the author who has written reverently of Christ and St. Paul, describes an incident that befell him while visiting Dumfries in the Burns' country. Mr. Morton is in a Dumfries "pub," and a half drunken Scotsman is insisting on reciting the poetry of Robert Burns. Jock was only half full when a blinded ex-soldier was led to the piano. Seated at the sadly out-of-tune instrument, the blind man struck up a music-hall song in which the company joined, and then came the eternal songs, "Annie Laurie" and "Loch Lomond."

The "pub" was no less than the old "Globe," from whose door Burns on a January night in 1796, staggered out in the early hours of the morn, to sink down on a stone doorstep which was half covered with snow. From a cold so taken, Scotland's immortal songster passed away on the 21st of July, 1796, in his thirty-seventh year. It was said of Burns just a few years ago, "As a poet, Burns picks the asphodels in the Elysian fields, side by side, with the world's immortal singers. He had the golden heart; he had the granite integrity of the northern mountains in his soul; and he gave Scotland songs her people still are singing, and all the world as well." May we add Burns had likewise a rich heritage of poverty. That was the soil in which his poesy grew and gladdened.

Among those in the "Globe" the evening of Morton's visit, (Morton the Englishman, the Sassenach), was a road-worker, a man in his thirties, who wore a black neck cloth round his red throat and who answered to the name of Jock. The road worker

was as yet only "half fou" and sang poorly, and there was much friendly heckling, and now we will let Morton tell the story of what follows:

"Jock was on his feet. One hand was stretched forth into space. Jock's face was flushed and solemn. He was unconscious of the wild riot of friendly insults that were flung at him as he declaimed:

*"As fair art thou, my bonnie lass,
So deep in luv am I;
And I will luv thee still, my dear,
Till a' the seas gang dry. . . ."*

"Shouts of laughter and cries of 'Sit doon, Jock!' and 'Aweel, Jock, if a' the seas gang dry, it'll no' interfere wi' ye, so dinna fash yersel' . . ."

"Jock went solemnly on, his eyes fixed on an invisible enchantress:

*"Till a' the seas gang dry, my dear,
And the rocks melt wi' the sun;
And I will luv thee still, my dear,
While the sands o' life shall run."*

"Jock, sit doon, I tell ye!"

"Jock, will ye sit doon or wull I hae tae pit ye oot o' this?"

"Jock, it's time ye went awa' hame!"

"This roused Jock from his sentimental ecstacy. He roared in a tremendous voice: 'It's nae sic thing!' and then, dropping once more into soft, sentimental tones, went on with a wave of his hand:

*"And fare-thee-weel, my only luvie!
And fare-thee-well, a while!
And I will come again, my luvie,
Tho' twere ten thousand mile!"*

"He kissed his hand deliberately in the direction of the spirit of affection and sat down rather abruptly. Turning to me he said, with a wag of his forefinger:

"That's Rabbie Bur-r-ns for ye! Yet may gang awa' hame tae England and say that ye hae hur-rd a Scotsman recitin' his native poetry. Do ye ken? And ye may tell all the Sassenachs ye meet wi' that there's no such vur-rs in the wide wur-rld. Ye ken that?"

"A sudden light of combat replaced the poetic fervour of his expression. 'Do ye agree wi' me?' he asked.

"I knew that although we liked one another he would probably have hit me on the jaw had I said 'No.'"

"Of course I do, Jock!"

"Well—gie us yer hond!"

"Jock was not drunk; he was slightly Olym-

pian. He gazed down from the eminence of his good-fellowship and saw the loveliness of everything and everybody. He was in the mood of knights and baillies and University professors—and dare I say it?—ministers, on a Burns Night.”

“He became confidential.

“‘We’re all human beings, are we not? Noo I’m askin’ ye, are we or are we not?’”

“‘We are.’

“Jock drew himself up and brought his hand down on the table.

“‘And so was Rabbie Bur-rns!’

“He looked round triumphantly. It was magnificently final! It was the last word of an orator. He had nothing to add. And it seemed to me at that moment—for I am no prohibitionist—the expression of a great truth. The fact that Jock should have said it—Jock with his great hard hands, his red ex-service face, Jock with his cap tilted over his humorous, glinting eyes—seemed to me at that moment more important than the extensive statements to the same effect by Stevenson, Henley, Lang, and Lockhart. The very bottles on the shelves seemed to bow gravely in approval, the red Spanish mahogany shone in agreement.

“‘Time, gentlemen!’ sang out the innkeeper.

“‘It’s a guid thing Bur-rns is no’ alive the noo,’ said some one, ‘for he wouldna’ tak’ kindly to this awfu’ interference wi’ the liberty of the subject. . . .’

“‘Time, gentlemen!’

“‘Guid nicht tae ye!’

“Jock rose to his feet and sang:

*“Should auld acquaintance be forgot,
And never brought to min’?”*

“‘Come awa’, Jock; it’s time ye were awa’ hame!

“‘We maun speed the partin’ guest,’ he cried, pointing to me, and, gradually, that easiest of all song to start struck up in the little bar:

*“And there’s a hand, my trusty fere,
And gie’s a hand o’ thine;
And we’ll tak’ a richt-guid-willie waught.
For auld lang syne . . .*

*“For auld lang syne, ma dear,
For auld lang syne;
We’ll tak’ a cup o’ kindness yet,
For auld lang syne. . . .*

“‘Guid nicht! Guid nicht a’!’

“‘Guid nicht, Sandy! Guid nicht, Ben!’

“We stood in a group outside while the innkeeper came out and pulled a chain that extinguished the lamp over the porch of the Globe Inn; and then we knew that the moon was big over Dumfries. Its clean, soft luminousness fell in odd squares and angles where

the shape of eaves and roofs was flung downward into the narrow lane.

“‘Guid nicht, Sandy!’

“‘Guid nicht, Ben!’

“‘Guid nicht, Jock!’

“Jock took me by the arm.

“‘Hae ye a minute tae spare?’ he asked politely. ‘I wouldna wish tae tak up yer time, ye ken?’

“We walked up the little lane beside the Globe Inn. We stopped and Jock pointed to a stone step.

“‘D’ye see yon stane?’ he said, ‘It’s the verra step where poor Rabbie Bur-rns snoozed in the snaw a wee bit before he deid. Aye, yon’s the verra step, and ye’re lookin’ at it. Man, ye’re lookin’ at the verra stane.’

“Jock shook his head and sighed, expressing in that sign the enormous sympathy of the humble for the misfortunes of life.

“‘Is it true, Jock, or is it just a legend?’

“‘It’s true enough—every wean i’ Dumfries can tell ye that! Bur-rns was comin’ frae the “Globe” fou’ up wi’ whusky—it wasna so expensive in his day—and doon he went tae compose himself before he gaed hame tae Mistress Bur-rns. But, man, he was awfu’ fou’, and he begins niddin’ and noddin’ and—aweel, they found him in the morn stiff and cauld. That was the end o’ puir auld Rabbie Bur-rns, for they took him hame and he deid . . . Aye,’ sighed Jock, ‘and he was only thirty-seven! Think o’ the buiks he hadna’ written. . . .’

“‘Jock,’ I said, ‘when you work on the roads do you sing these songs to yourself?’

“‘Aye, I do so,’ he said solemnly. ‘As I was tellin’ yet, it’s the humanity o’ Bur-rns, and, man—did you ever see the like o’ Bur-rns for a knowledge o’ nature? He knew every birrd that flies and every flooer that graws; and he couldna go wrang if he tried.’

“‘And that’s why you like him?’

“‘Och, I’m no’ the only yin,’ said Jock, ‘I’m no’ an educated chap like some, and ye may hae thocht tonight that I was a student o’ poetry tae hear me recitin’ the way I did. Not at a’,” cried Jock, hitting me violently on the chest. ‘I dinna give a damn for poetry! Bur-rns is different, for he put in his wur-rks a’ the things he saw wi’ his ain een, and a’ the things that happened tae him. Ye ken weel what I mean? Man, it’s a’ sae true. . . . a’ sae true! And that’s the verra stane whaur puir auld Rabbie Bur-rns laid him doon and dee’d.’

“Jock shook hands with me in the wide space of the High Street and walked out across it over the moonlight with his hands in his pockets and his cap pulled down at an angle over one eye. He turned and waved vaguely in my direction, and once he paused as though he had something more to say to me.”

• Engineering Department •

Inventions of Thomas A. Edison Aid Mining Industry*

By C. E. SWANN

DURING the year 1935, the number of patents issued by United States Patent Office since its inception reached two million. Of this number, approximately 1,150 had been issued to one man, Thomas A. Edison, the first one in 1868 and the last in 1926.

The list of patents granted to Mr. Edison, as compiled by Dyer, Martin and Meadowcroft, shows that there were many instances, especially during the 1870's and 1880's, when six or more separate applications were executed in a single day. In 1882, the year when the Pearl Street power house was opened, the list shows that more than 100 applications were executed, dealing for the most part with electric lamps, generators and systems of electrical distribution.

February 11, 1937, was the Ninetieth Anniversary of Thomas A. Edison's birth, an occasion on which appropriate ceremonies were planned by the Edison Pioneers. Less than three months earlier, or during the last week in November, 1936, the Centenary of the United States Patent Office was commemorated in Washington. Guests heard Mr. Edison's voice from an old phonograph record, and in the headquarters building of The National Academy of sciences were shown models of historic inventions, including an early phonograph from the Edison Historical Collection.

But although the patents granted Mr. Edison exceeded those issued to any other American, some of his most spectacular accomplishments were never covered by patents.

During the war, embargoes, one after another, shut off America's supplies of basic industrial chemicals—largely dyestuffs and coal-tar intermediates—which up to that time had been obtained from sources in Europe.

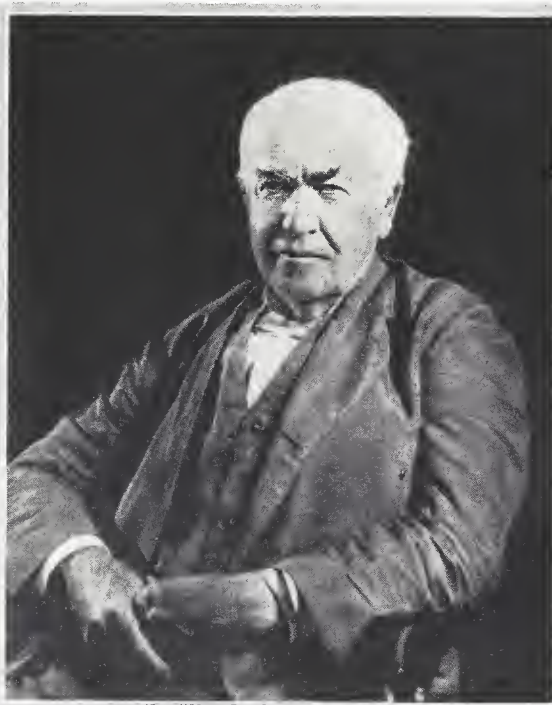
Mr. Edison not only devised processes for making these chemicals but actually built and operated manufacturing plants in which they were produced on a commercial scale for the first time in America.

He thus made America independent of foreign sources of supply at a time when the need was pressing, and did much to stimulate the growth in chemical manufactures which has occurred in the United States since the war.

From the time Mr. Edison had perfected his first invention (a vote recorder) only to see it fail of immediate market acceptance, Thomas A. Edison vowed he would never again waste his time on a new development without first being able to satisfy himself that, if he could solve its technical problems, its commercial success was assured.

In later years, he followed this rule so assiduously that he acquired what amounted almost to a sixth sense by which he was sometimes able to predict with great accuracy the commercial consequences of developments in progress in his laboratory long before he had them ready for the market.

Yet, when he opened the first commercial generating plant in 1882 or when he perfected the alkaline storage battery in 1908, even Edison could hardly have foreseen the profound influence that these developments would have upon the coal and metal-mining industries.



Thomas A. Edison

*Data gathered from Storage Battery Power Magazine and Other Sources.

When he made electric power a commercial reality, he not only set forces in motion that have since broadened the markets for metals, but he also gave the coal and metal mining industries what has proved to be the most generally satisfactory form of power both for underground coal and ore transportation—in ore transportation from the chutes in the drifts out to the skip pockets at the shaft loading stations and for hoisting the skips up the shafts to the skip dumps at the surface. In a coal mine, electric power is the most satisfactory form of power for transporting coal from the working faces to the preparation plants on the surface, also the most satisfactory form of power for cutting, drilling and loading the coal at the face.

Later, when he perfected the mechanically strong and electrically fool-proof alkaline storage battery, he made possible the use of electric power for underground coal and ore transportation, under difficult mining conditions, much more efficiently, economically and safely in many respects than had been possible before when it was necessary to depend on trolley wire and track return for transmission.

The advantages of storage battery power for underground ore transportation are, to a very large extent, a result of its fundamental simplicity, the battery tramming motor requiring no equipment underground except facilities for charging and flushing, all of which may be restricted to the stations on the various levels.

At the Anaconda Copper Company Mines, Butte, Montana, is installed a modern up-to-date, underground ore transportation system which affords a fine example of the foregoing fact. It represents an evolution from other less simple methods and has proved to be the solution of a long list of practical problems arising from operating conditions which are largely inherent in deep metal mine operations.

One of these conditions, moving ground, sometimes makes the maintenance of an underground system of trolley wires, guards and bonded rails almost prohibitively expensive, to say nothing of the tramming interruptions occasioned while repairs are being made either in the electrical distribution system or in the timbers along drifts and cross-cuts from which trolley wires are suspended. Storage battery power very easily avoids all these difficulties.

The close quarters underground are another factor. The self-contained storage-battery motor spots cars under the chutes in ore mines and at the loading places in coal mines with no trolley wire to interfere with the loading of cars, while absence of trolley wire along low drifts ends the hazard of the miner's walking beneath with a drill or other metal on his shoulder, a hazard that even trolley guards cannot always prevent.

In coal mines working thick seams of coal, having good mining conditions, the advantage of stor-

age battery power for haulage underground over the trolley line system is not so apparent, but in extremely gassy coal mines the safety angle may very well receive serious consideration, and, speaking of safety, I wonder what proportion of the underground men who have used the storage battery type of cap lamp, over a period of time, would care to revert to the old unsafe, dirty oil lamps formerly in use in coal mines?

Aside from its practical operating advantages, storage battery power helps hold down the maximum demand. Because of the limited capacity of skip pockets, where used, it is usually necessary that hoisting and tramming be in progress at the same time. If tramming and hoisting loads are connected to the power source simultaneously as is necessarily the case under the trolley system, the maximum demand is, of course, higher than when use of battery power permits alternating the two.

The function of the alkaline battery has been to make battery power thoroughly practical. Flushing, charging and other routine attention are seldom, under expert supervision. Mechanically the service is severe. If battery power is to be practical, it must successfully withstand the operating conditions as they exist. It must be free from the need of replacement or repairs at unpredictable intervals. It must afford the very utmost in dependability. All of these specifications, the alkaline battery very fully meets.

Even a brief review of the subject indicates that electric power itself and the alkaline battery to help make its use practical, have together had a more far-reaching influence on modern coal and ore transportation underground than Edison himself could readily have foreseen at the time he first brought them into being.

An Englishman said to a Scottish friend: "How is it that Scotsmen get on so well in business?"

"Brains, my boy," was the reply. "You should eat more fish. Give me ten shillings and I'll get you some of the fish that I generally eat."

The Englishman paid the ten shillings, and the fish was sent to him. A few days afterward he met the Scotsman again.

"Well, how did you get on?"

"It was splendid fish," said the Englishman.

"Do you feel any different?"

"No, I can't say I feel any different, but ten shillings was a lot of money for a piece of fish, wasn't it?"

"There you are," said the Scotsman, "your brain is beginning to work already."

A composer standing outside his club was accosted by a man who said: "Beg pardon, sir, but do you know a gentleman, a member of this club, with one eye called Matthew?"

"Can't say I do," was the reply; "what's the name of his other eye?"

Poems for January

CHARLES WOLFE, an Irish poet, born at Blackhall, County Kildare, Ireland, December 14, 1791, who died at Cork, Ireland, February 21, 1823, won lasting fame with his stirring stanzas on the "Burial of Sir John Moore."

The poet Wolfe was educated in English schools, graduating from Trinity College, Dublin, in 1814, serving as a curate in the English church in the County Tyrone; his untimely death at 32 cutting short a most brilliant career.

"THE BURIAL OF SIR JOHN MOORE AT CORUNNA"

"Not a drum was heard, not a funeral note,
As his corse to the rampart we hurried;
Not a soldier discharged his farewell shot
O'er the grave where our hero we buried.

"We buried him darkly at dead of night,
The sods with our bayonets turning;
By the struggling moonbeam's misty light
And the lantern dimly burning.

"No useless coffin enclosed his breast,
Not in sheet or in shroud we wound him;
But he lay like a warrior taking his rest,
With his martial cloak around him.

"Few and short were the prayers we said,
And we spoke not a word of sorrow;
But we steadfastly gazed on the face that was dead,
And we bitterly thought of the morrow.

"We thought, as we hollow'd his narrow bed
And smoothed down his lonely pillow,
That the foe and the stranger would tread o'er
his head,
And we far away on the billow!

"Lightly they'll talk of the spirit that's gone
And o'er his cold ashes upbraid him,—
But little he'll reck, if they let him sleep on
In the grave where a Briton has laid him.

"But half of our heavy task was done
When the clock struck the hour for retiring;
And we heard the distant and random gun
That the foe was sullenly firing.

"Slowly and sadly we laid him down,
From the field of his fame fresh and gory;
We carved not a line, and we raised not a stone,
But we left him alone with his glory."

Wolfe's stirring ode on Moore has been referred to as an example of the purest English ever written. McGuffey's Sixth Reader, page 126, carries this inspiring verse, with the statement that "Byron said

of this ballad, that he would rather be the author of it than of any one ever written."

Moore was a gallant soldier who served in many campaigns, receiving his death wound at Corunna, Spain, on January 16, 1809. History recites that he would not allow his men to remove his sword on the battlefield though its pressure on his wound caused him great suffering. By his own wish he was buried in the ramparts of Corunna just before dawn of the 17th.

We reproduce additional verse by one of England's great poets, William Wordsworth; born at Cockermouth, Cumberland, England, April 7, 1770. Wordsworth was educated at St. John's College, Cambridge, where he received his B.A. degree in January, 1791.

Wordsworth wrote many notable ballads including "The Ancient Mariner," and much of his work remains a living literary force in the cultural world of today. We present two of Wordsworth's lesser poems, "Yarrow Unvisited," written in 1803, and "Yarrow Visited," written in September, 1814. The Yarrow is a lovely little stream that rises in St. Mary's Loch in Selkirkshire, Scotland, flowing into the Tweed. The little river and its vale, exquisitely beautiful, has been made the subject of song for generations:

"YARROW UNVISITED"

1803

"From Stirling Castle we had seen
The mazy Forth unravell'd,
Had trod the banks of Clyde and Tay,
And with the Tweed had travell'd;
And when we came to Clovenford,
Then said my 'winsome Marrow,'
'Whate'er betide, we'll turn aside,
And see the Braes of Yarrow.'

"'Lt Yarrow folk, frae Selkirk town,
Who have been buying, selling,
Go back to Yarrow, 'tis their own,
Each maiden to her dwelling!
On Yarrow's banks let herons feed,
Hares couch, and rabbits burrow;
But we will downward with the Tweed,
Nor turn aside to Yarrow.

"There's Galla Water, Leader Haughs,
Both lying right before us;
And Dryburgh, where with chiming Tweed
The lintwhites sing in chorus;
There's pleasant Tiviot-dale, a land
Made blithe with plough and harrow:
Why throw away a needful day
To go in search of Yarrow?

"What's Yarrow but a river barc
That glides the dark hills under?
There are a thousand such elsewhere
As worthy of your wonder."
—Strange words they seem'd of slight and scorn
My True-love sigh'd for sorrow,
And look'd me in the face, to think
I thus could speak of Yarrow!

"O green," said I, "are Yarrow's holms,
And sweet is Yarrow flowing!
Fair hangs the apple frae the rock,
But we will leave it growing.
O'er hilly path and open Strath
We'll wander Scotland thorough;
But, though so near, we will not turn
Into the dale of Yarrow."

"Let beeves and home-bred kine partake
The sweets of Burn-mill meadow;
The swan on still Saint Mary's Lake
Float double, swan and shadow!
We will not see them; will not go
To-day, nor yet to-morrow;
Enough if in our hearts we know
There's such a place as Yarrow."

"Be Yarrow stream unseen, unknown!
It must, or we shall rue it:
We have a vision of our own,
Ah! why should we undo it?
The treasured dreams of time long past,
We'll keep them, winsome Marrow!
For when we're there, although 'tis fair,
'Twill be another Yarrow!"

"If care with freezing years should come
And wandering seem but folly,—
Should we be loth to stir from home,
And yet be melancholy;
Should life be dull, and spirits low,
'Twill soothe us in our sorrow
That earth has something yet to show,
The bonny holms of Yarrow!"

"YARROW VISITED"

September, 1814

"And is this—Yarrow?—This the Stream
Of which my fancy cherish'd
So faithfully, a waking dream,
An image that hath perish'd?
O that some Minstrel's harp were near
To utter notes of gladness
And chase this silence from the air,
That fills my heart with sadness!"

"Yet why?—a silvery current flows
With uncontroll'd meanderings;
Nor have these eyes by greener hills
Been soothed, in all my wanderings.
And, through her depths, Saint Mary's Lake

Is visibly delighted;
For not a feature of those hills
Is in the mirror slighted.

"A blue sky bends o'er Yarrow Vale,
Save where the pearly whiteness
Is round the rising sun diffused,
A tender hazy brightness;
Mild dawn of promise! that excludes
All profitless dejection;
Though not unwilling here to admit
A pensive recollection."

"Where was it that the famous Flower
Of Yarrow Vale lay bleeding?
His bed perchance was yon smooth mound
On which the herd is feeding:
And haply from this crystal pool,
Now peaceful as the morning,
The Water-wraith ascended thrice,
And gave his doleful warning."

"Delicious is the Lay that sings
The haunts of happy Lovers,
The path that leads them to the grove,
The leafy grove that covers:
And pity sanctifies the verse
That paints, by strength of sorrow,
The unconquerable strength of love;
Bear witness, rueful Yarrow!"

"But thou that didst appear so fair
To fond imagination,
Dost rival in the light of day
Her delicate creation:
Meek loveliness is round thee spread,
A softness still and holy:
The grace of forest charms decay'd,
And pastoral melancholy."

"That region left, the vale unfolds
Rich groves of lofty stature,
With Yarrow winding through the pomp
Of cultivated nature;
And rising from those lofty groves
Behold a Ruin hoary,
The shatter'd front of Newark's Towers,
Renown'd in Border story."

"Fair scenes for childhood's opening bloom
For sportive youth to stray in,
For manhood to enjoy his strength,
And age to wear away in!
Yon cottage seems a bower of bliss,
A covert for protection
Of tender thoughts that nestle there—
The brood of chaste affection"

"How sweet on this autumnal day
The wild-wood fruits to gather,
And on my True-love's forehead plant
A crest of blooming heather!"

And what if I enwreathed my own?
 'Twere no offence to reason;
 The sober hills thus deck their brows
 To meet the wintry season.

"I see—but not by sight alone,
 Loved Yarrow, have I won thee;
 A ray of Fancy still survives—
 Her sunshine plays upon thee!
 Thy ever-youthful waters keep
 A course of lively pleasure;
 And gladsome notes my lips can breathe
 Accordant to the measure.

"The vapours linger round the heights,
 They melt, and soon must vanish;
 One hour is theirs, nor more is mine—
 Sad thought! which I would banish,
 But that I know, where'er I go,
 Thy genuine image, Yarrow!
 Will dwell with me, to heighten joy,
 And cheer my mind in sorrow."

1938

1937 has taken its departure and its successor, 1938, is already here.

Our wish to our employes and their families is that each of its 365 days may be fraught with good health; filled with happy, agreeable surprises; many fine opportunities presented and carried to development; that we may be given strength and will-power to live up to any resolutions we may have formed. One paramount resolution each employe should include in his list is, "Resolve to work with Safety ever in mind."

So here hath been dawning
 Another blue day;
 Think, wilt thou let it
 Slip useless away?
 Out of Eternity
 This new day is born;
 Into Eternity
 A night doth return.
 Behold it aforesaid
 No eyes ever did;
 So soon it forever
 From all eyes is hid.
 Here hath been dawning
 Another blue day;
 Think, wilt thou let it
 Slip useless away?

—Thomas Carlyle.

New Year's Bells

From the earliest times the ringing of bells has been employed as a method of announcing death, and the use of bells at New Year's Eve symbolizes the death of the old year. In England it was formerly customary to ring muffled bells just before twelve, and at twelve to remove the wrappings and allow the bells to ring loudly.

For New Year's Morning

Count your garden by the flowers,
 Never by the leaves that fall;
 Count your joys by golden hours,
 Never when life's worries call.

Count your nights by stars, not shadows;
 Count your days by smiles, not tears;
 And on every New Year's morning,
 Count your age by friends, not years.

—Author Unknown.

Mr. James Bagley Dies

THE Mining Industry of the Pacific Northwest received a severe shock with the announcement of the death of James Bagley, at Seattle, November 23, 1937.

Mr. Bagley was a native of Seattle and at an early age became identified with coal mining operations in Washington, occupying responsible positions with the important Northwestern Improvement Co. properties at Roslyn; subsequently as State Mine Inspector for eight years as an appointee of Governor Lister, and it was during this service that the model Industrial Insurance Laws of Washington were formulated under his able guidance.

Mr. Bagley was honored several times with the Presidency of the Coal Operators' Association of Washington, and at the time of his death was actively connected with the Bituminous Coal Producers Board and with other organizations of similar character; and directly related to The Union Pacific Coal Company family through operation of Tono Mine as Lessee.

The Coal Mining fraternity misses the engaging personality, infectious smile and twinkling eye of James Bagley.

Prominent Coal Man Passes

Suddenly, at Salt Lake City, on December 10th, there died James K. Rains. He was born at Nashville, Tennessee, and had reached his 78th year. Deeply interested in coal and other industrial pursuits in Utah. Was instrumental in establishing the Columbia Steel plant at Provo and acted as its purchasing Agent for many years. His widow and several sons and daughters survive.

New Officers—Canadian Legion

At a recent meeting of Post 53, Canadian Legion, Matt Strannigan was elected Commander, Edward Walsh Vice Commander, and John Retford Second Vice Commander. It is the intention of the organization to erect a large flagpole in the local cemetery.

Christmas Celebrations

ROCK SPRINGS

THE Rock Springs Community Council put on its annual Christmas tree entertainment at the Old Timers' Building the evening of December 23rd, the spacious edifice well filled with parents of the children and others.

The following program was presented:

1. Carols by the Young Wyomings (Girl Scouts)
Directed by Mrs. V. O. Murray
 - a. December.
 - b. O, Little Town of Bethlehem.
 - c. Deck the Hall.
2. Harmonica Band (35 children)
Directed by Miss Irene Sturholm.
3. Program by The Rhythm Girls
 - a. Blue Danube.
 - b. Little Old Lady—Sung by Miriam Loya.
 - c. Jingle Bells.
 - d. Santa Claus is Coming to Town.

The Rhythm Girls are:

Miriam Loya, Singer.
June Meacham, Dancer.
Arlene Smith, Pianist.
Shirley Husa, Accordionist.
Ruth Ann Clark, Violinist.

Sacks of nuts, candy, fruits and various gifts were distributed by helpful hands and it proved to be a very happy occasion for the youngsters, redounding to the credit of the energetic members of the council.

SUPERIOR

THE Superior district was way out in front in its celebration of Yuletide. The American Legion and the local Community Council simply eclipsed the work done in former years. These organizations furnished sacks of candy, fruit and nuts for the little ones which were delivered at their homes on Christmas morning. In addition to the many duties connected with the above, they placed large and beautifully decorated trees on "B" Hill and at South Superior.

At the High School, a fine program was presented by the children of the grades the evening of December 17th, while on December 24th a timely entertainment was offered by the Sunday School at the Community Church. A large crowd turned out upon these occasions and Christmas was made much merrier for the juveniles.

RELIANCE

AN operetta was presented by the school children of Reliance the evening of December 17th, pupils of the High and Grade schools carrying the leading parts in the play which bore the title of "The Kidnapping of Santa Claus." Those in the principal roles were:

Santa Claus—Patrick Burns

Sacrates—Archie Stuart
Radiola—June Hamblin
Mary Miller—Mary Borzago
Fairy—Wanda Stewart

And probably 200 others assisted in the entertainment, which was under the able direction of the local teachers.

The Council has been real diligent in looking after the recreational needs of the youngsters. The usual large tree stationed in front of the Bungalow was artistically trimmed and lighted; the rink was flooded and almost the entire populace is now seen skating and cavorting on the ice and enjoying this healthful outdoor sport. They purchased a slide and backstops for basket-ball and the juveniles, during the summer vacation, will have apparatus to afford them amusement aplenty. Lastly, Christmas baskets that fairly groaned with good things were distributed to the widows and old men residing in the community; all in all, they accomplished a very commendable job.

WINTON

WINTON again lived up to its reputation of presenting a worthwhile and inspiring Christmas program for its children and adults by presenting an operetta entitled "Santa's Air Line."

The characters appearing in the operetta were as follows:

Santa	Johnny Kuncheff
Peterkin	Joe Rogers
Groucho	George Evanoff
Hustle	John Cristando
Queens of the Roses.....	{ Beverly Dodds
	{ Katherine Kobler
Box of Candy.....	Pearl Besso
Christmas Fairy.....	Mary Jane Hanks
Eskimo Leader.....	Albert Hornsby
Aviator Leader.....	Bob Mullens

Besides the above there were choruses of Aviators; New-Fashioned Cooks; Old-Fashioned Cooks; Mince Pies and Plum Puddings; Sticks of Candy; Dogs, Cats and Teddy Bears; Roses; Workmen; Dolls; Eskimos and Holly Boughs.

The operetta was given in the Community Amusement hall on the evening of Dec. 17th, 1937, with about 145 pupils taking part and residents present to fill the place to overflowing. The teaching staff of the Winton School, Mr. Curry, Miss Longwith, Miss Smith, Miss Duncan and Miss Johnson were responsible for the play, while The Community Council, United Mine Workers and Monthly Men made possible the treat for the children.

One would have to travel miles to see a duplication of the beautifully decorated hall. Rolls and rolls of green crepe paper and miles of tinsel were used to make the hall as jolly looking as old St. Nick himself. The twenty-foot Christmas tree fairly



Winton Community Hall decorated for the Christmas program.

groaned under lights, tinsel and unusual tree trimmings. A large electric sign spelling "MERRY CHRISTMAS," made by Mr. Curry, extended across the front of the stage. Taken all in all a wonderful time was had by all and Winton went over the top.

The monks cloth curtains used for the first time at the operetta were made by the girls in the Reliance High School, which consists of girls from Winton, Reliance and Dines and are under the supervision of Miss Dorothy Kruger. Following the operetta Santa Claus appeared on the scene and the children were given their treat of candy, nuts, fruit and a coin which topped the evening to perfection.

HANNA

OVER 420 children of the town were given boxes containing candy, fruit and nuts at the Hanna Theatre Tuesday, Dec. 21, by the Hanna Community Council assisted by the Local Union, various fraternal organizations, the school faculty and others.

Every needy family was furnished with a basket of food and some children were furnished with much needed clothing.

Below is the very enjoyable program carried out by the grade school children under the direction of Supt. F. P. McCall and the grade teachers:

COMMUNITY CHRISTMAS PROGRAM

Hanna Theatre
Hanna, Wyoming
7:00 P. M., December 21, 1937
Mr. O. G. Sharrer
Master of Ceremonies

Program

Invocation.....Rev. V. W. Brown
WelcomeJoan Cook
"Santa Claus Land".....Pageant
Grades 1-2-3
"Wondrous Song"Song
High School Girls' Octette
"The Greatest Gift of All".....Play
Grades 4 and 5

"Through a Christmas Wreath".....Drill
With Carolers
Grades 6, 7 and 8
Accompanied by School Orchestra
"Prince of Peace".....Song
High School Girls' Glee Club
ClosingJoan Cook

Schools

THE rural teachers of Sweetwater County met recently at Rock Springs and formed an association to promote the educational interests of the County and State in cooperation with the Wyoming Educational Association. Officers elected were: H. O. Huntzinger (Eden), President; G. P. Franck (Granger), Vice President; and Grace Buxton (Farrison), Secretary-Treasurer.

Many of the teachers in this vicinity spent the Thanksgiving and Christmas week ends at Denver, Salt Lake City, and other points.

Arrangements are under way as this is written to provide a skating rink upon the athletic field at the High School, funds to pay for water and care now being subscribed by those interested. A fine sheet of ice was provided last winter for this exhilarating sport.

The enrollment of Rock Springs Schools at the close of November was 2,316, compared with 2,143 a year ago, the largest increase being in grades one to six.

Friday morning, December 17th, at the local High School, was presented just prior to closing for the Christmas season, an unique entertainment depicting customs in other lands at that period. Readings, pageants, vocal selections consisting of glee club numbers and carols were given under the able direction of Miss Malowney. Pupils from the Lincoln School aided in putting on the program.

Washington School, on December 14th, presented its Christmas program. Singing of carols, selections by the harmonica band, accordion numbers and a play all added to the juvenile merriment.

Rock Springs has fifty-five pupils enrolled at the University of Wyoming, and stands fourth amongst the cities of the State. Thirty-three states send pupils to the State institution.

It takes a thousand nuts or more to hold an automobile together, but only one to spread it all over the landscape.

Ye Old Timers

Thomas H. Butler Made 33rd Degree Mason



Thomas H. Butler

Our popular "Old Timer," Thomas H. Butler, Supervisor of Mines here, went to Cheyenne recently and had conferred upon him the high honor of the 33rd degree of Scottish Rite Masonry, a large number of his brethren from Wyoming and surrounding territory being in attendance.

Thomas LeMarr, Sr.

Thomas LeMarr, Sr., has gone South to escape, for a few months, our Winter climate.



Thomas LeMarr

John Retford, Carpenter at Rock Springs, accompanied by his family, spent several weeks in California during December. Among other things, John took a number of new stories with him.

Harry James, Janitor, General Office Building, sick for a long period, is able to be out again.

Charles Morgan

Charles Morgan, of Evanston, another esteemed "Old Timer," was a caller at the General Offices during December. "Charley" was loud in his praise of the new outfit under construction at the D. O. Clark Mine, Superior, and says "it will revolutionize things." He ought to know. It is 54 years since he entered the service of the Company.



Charles Morgan

James Macdonald, General Master Mechanic, accompanied by his wife, recently departed for Southern California. He has been ill at his home the past month, and it is to be hoped the salubrious climate of that section will enable him to rejuvenate quickly and return to his duties at an early date.

IF THE Little Woman argues that it's safer to stay by the fireside than meander around town, quote her the figures issued recently by the Greater New York Safety Council, revealing that more accidents occur in the home than on the highway.

For the first six months of this year 729 people in Greater New York died because of falls, gas poisoning, fires and explosions—almost a third more than the number killed in the streets.

According to the Safety Council, if these hazards exist in your home your life is in danger:

1. Broken stairs, step-ladders, worn linoleum.
2. Poor lighting over stairways, in cellar, attic or corridors.
3. Frayed electric cords, damaged or exposed switches.
4. Matches stored in paper containers within reach of children.
5. Rubbish or papers left in attic, at foot of cellar stairs or in the cellar.
6. Loose rugs, rugs with ragged edges, highly polished floors.
7. Knives, razor blades or fire-arms left around carelessly.
8. Unlabeled poisons left with other bottles in the medicine chest.
9. Gas leaks due to faulty equipment.
10. Inflammable liquids stored or used indoors for cleaning or any other purpose.

The Bagpipe in Canada

By PIPE MAJOR S. MACKINNON

We are indebted to Pipe Major William H. Wallace of Winton, Wyoming, leader of McAuliffe's Kiltie Band, for the article that follows. The author, Pipe Major Stephen MacKinnon, was born at Kilbarchan, Scotland, and commenced piping at the age of nine. Coming to Canada he settled in the west, and during the Great War he served overseas as a piper with the 42nd (Canadian Black Watch) Battalion, and is now Pipe Major of the Canadian National Railways Pipe Band at Montreal.

THE sound of the bagpipe is wafted down the centuries carrying the theme of Scotland's story; now lilting softly, now challenging fiercely, but ever in tune with the national mood. Its shrill clarion has sounded the alarm in many a tight corner. In this role the bagpipe is more than a musical instrument; it is a national institution, and Scotland shares it abundantly with Canada.

"The pipes" came to Canada about 200 years ago. Scottish fur-traders and adventurers brought the instrument with them to beguile the tedium of long months and years in isolated trading posts.

"In 1759 it brought inspiration to Wolfe's Highlanders at the capture of Quebec. It is recorded that at one point in the fighting which followed the climb to the Heights of Abraham, the invaders had begun to waver. 'The pipes,' silent till then, were hurriedly brought into action. Rallying to their war slogan the Highlanders took fresh heart and pressed on to victory. The extent to which Canada's destiny was influenced here by Scotland's national music must perhaps remain a matter of conjecture. It is certain that the sound of the pibroch has since marked the progress of many a pioneering thrust into unknown Canada.

"Oddly enough, some of these same invaders were descendants of the French stock which swept into Scotland and England in the wake of the Norman Conquest. French Quebec found it an easy matter to assimilate the first wave of adventuring Scots. Of these only the family names now remain undigested. Frasers, MacKenzies, MacDonalds and others of that ilk who can speak neither Gaelic nor English may be found today scattered throughout the Province. Thus did the Auld Alliance which had linked France and Scotland for centuries reach out to embrace New France.

"Wherever the Scot has settled he has brought his 'pipes' along, partly as a solace in his loneliness and partly as a means of expressing an exuberant pride of race. In comparatively early Canadian times the instrument was associated with the pathfinding explorations of Mackenzie and Fraser. Both men knew the value of 'the pipes' as a medium of peaceful penetration. The Indians were known to be

partial to the warlike strains. Whether, as has been suggested, more or less frivolously, they were hypnotized or frightened by the sound, or whether it was a case of genuine admiration, matters little. The fact is that the aboriginal Canadian responded and still responds to 'the pipes' as to no other white man's music.

"The Hudson's Bay Company was fully aware of this and used the instrument to advantage in its dealings with the Indians. Pipers accompanied the company's officers on ceremonial rounds and the bagpipe voiced the majesty of the law over a vast tract of northwestern territory. The same music cheered the Selkirk settlers on their memorable march from Hudson Bay to the Red River. Meanwhile successive waves of Scottish settlers in the east contributed to the establishing of a piping lore now deeply rooted in Canadian life and customs.

"During the last war, Canada equipped and sent overseas between 25 and 30 pipe bands. A tradition established on the Heights of Abraham was thus perpetuated on Flanders Fields. It had always been taken for granted that the piper became a combatant on active service. The King's Rules and Orders classed him as such, and Canadian Corps records testify to the zeal with which he carried out his traditional role. Some savour of truth evidently lay behind the time-worn jibe that the bagpipe is more weapon than musical instrument.

"In 1745 the piper was regarded as a dangerous propagandist. His instrument, or weapon, was virtually outlawed with the Highland dress after the suppression of the last Jacobite rising. The great war showed that 'the pipes' still possessed the uncanny power to conjure up and translate into action the spirit which knows not defeat.

"To the bagpipe belongs the distinction of being the only musical instrument to actually go 'over the top.' On many occasions Canadian pipers, as well as Scottish, played their companies into action. Only the threatened break-up of regimental pipe bands through heavy casualties finally caused a withdrawal of pipers from front-line trenches. In spite of this the instrument continued to figure in the fighting until the end of the war. As the final 'Cease

fire' sounded, the skirl of 'the pipes' heralded the entry of Canadian troops into Mons. Not far from here, at Quatre Bras, a hundred years before, the same shrill note had hurled a challenge at Napoleon. The bagpipe was back on familiar ground with new honours on its ancient banner.

"The competitive spirit, always more or less in evidence among pipers, found expression during the war in several great piping tournaments behind the lines. In October, 1917, at Camblain le Abbe, Sir Douglas Haig reviewed the massed pipe bands of the Canadian Corps. On Dominion Day, 1918, all available pipe bands in the British Army met at Tanks for a Highland Gathering such as would have gladdened the heart of a Roderick Dhu or Prince Charlie.

"If 'A hundred pipers an' a' an' a' could 'dumfooner' an English army, what might not 500 pipers accomplish, for such was the number estimated to be present.

"Since the war something like a piping renaissance has swept not only Scotland and Canada but the United States as well. The Highland Gathering, long a picturesque feature of Canadian Scottish community life, has taken a fresh lease of life. In the west new gatherings spring up every year. The old games circuit once confined to Scottish centres in Quebec, Ontario and the New England States, has widened to include all Canada. In the old days professional pipers and dancers made the round of the games, the tour proving a pleasant and profitable summer sideline for the top-notchers.

"Memories of piping and dancing celebrities long since 'gone west' linger on as traditions to daunt the over-optimistic competitor of today. Famous pipers and dancers, like old soldiers, never die. They may fade away in the flesh but their fame goes marching, on like John Brown's soul. Thus the shades of Willie MacLennan, Bob Ireland, Farquhar Beaton, Fred Riddell and John Mathieson remain to haunt the precincts of many a famous field on the old Canadian games circuit.

"Wherever pipers foregather to test their skill a still mightier presence dominates the scene. The great MacCrimmon, composite shade of a whole piping dynasty, stands with ear alert. No pagan deity ever wielded greater authority in his chosen field. The technique and compositions contributed by 12 generations of MacCrimmons represent the high-water mark of an art which is still very much alive. It is said that the last of this line emigrated to Canada in the early eighteen hundreds. All trace of the family has been lost, however.

"Whole pipe bands follow in the footsteps of the individual pipers of yesterday. A recent survey shows that there are something like 60

pipe bands in Canada. Almost every city of any size from Sydney, Cape Breton, to Victoria, B. C., is represented. Some cities boast two or three, Toronto, Winnipeg and Vancouver divide the honours with four bands each. Included in the total are the bands of Canada's 17 Highland regiments.

"The pipe band is the outward and visible symbol of that distinctive esprit-de-corps which marks the Highland regiment. As high priests of the Ark of the Covenant, the pipers are both guardians and interpreters of the regimental tradition. When the band swings into action the wail of 'the pipes' becomes an invocation. Pride of regiment and pride of race are summoned forth as by the touch of a magic wand.

"While the bagpipe is first and foremost a martial instrument, its exponents manage successfully to fill in the time between wars by piping on festive occasions of every kind. Though jazz bands and orchestras wilt before the onward sweep of radio and 'the talkies,' the bagpipe maintains the even tenor of its way. Serenely indifferent to the musical mode of the moment, the piper marches on, a last lone minstrel from the golden age of romance.

"To the Highlander the sound of 'the pipes' is as the voice of his race; to the Scot at large it is a symbol of all the glamour and romance of his country's history; to the casual mortal it may be inspiring music or meaningless noise. It all depends on the scope of sympathies and imagination. For most folks, perhaps, the instrument is more or less a mystery vaguely associated with haggis, Scotch whisky and Aberdeen stories. They do not understand its music, and in the main can scarcely tell one tune from another. Yet in some mysterious way they respond to its exhilarating skirl. Racial origin does not by any means fully explain the phenomenon. The appeal of 'the pipes' reaches back beyond the limitations of race or musical form to touch some primal chord.

"The origin of the instrument is lost in antiquity. The recently-reported discovery of a primitive bagpipe below the mud of the biblical flood at least puts 'the pipes' in line for the title of the world's oldest musical instrument. It also lends colour to the theory that the sword dance was first performed by Noah over crossed twigs, probably in an ecstasy of joy at setting foot on dry land. Whether or not 'the pipes' came out of the Ark, they have had a colourful career since that date.

"The piping deity, Pan, apparently scorned the assistance of a bag on his instrument. Probably he knew the piper's trick of inhaling through his nose, meanwhile keeping up an unbroken melody on the practice pipe. The Pied Piper, if his biographers picture him correctly, was also ignorant of the use of bag and drones. It must have taken a heavy charge of magic to

supplement the more or less ineffectual toot of his clarinet-like pipe. Had he known the full-throated volume of the Great Highland Bagpipe, not only the rats and the children, but the grown-ups of Hamelin as well, would certainly have found themselves within the mountain.

"It is said that the Irish picked up the instrument somewhere, and, finding little use for it, passed it on to the Scots as a joke which the latter have not yet fathomed. There may be a grain of truth in this. The instrument was probably used in Ireland before it was known in Scotland. Scotland, however, has improved considerably on the meekly pastoral note of the Irish pipes. She has also given the world a music undreamed of by either, Pan or the Pied Piper or Orpheus for that matter.

"When 'the pipes' strike up Romance takes control; staid business men recall their forgotten youth, children forget their games. No chamber music this, that speaks of cloistered hearth or scented bower, but a voice from the mountain and the torrent; a voice from the back o' beyond, where the fairies still hold sway.

"To the critics who can find no music in the skirl of 'the pipes,' it may come as a surprise to learn that Mendelsohn and other great composers admitted a liking for it. It is within the bounds of reasonable conjecture, in fact, that the development of the symphony owes something to the older 'Piobaireachd,' a form of musical narration known to pipers for four or five centuries.

"Admittedly the bagpipe lacks both range and the capacity for delicate tone shading. Its note is penetrating, and at too close quarters can be objectionable, but as the symbol of a great tradition it stands privileged. Having survived the flood, served the immortals, and sounded reveille to the birth of more than one nation, the bagpipe is likely to 'carry on' for a long time to come."

Restoration of Westminster Abbey

VISITORS to London this summer were denied entrance to famed Westminster Abbey, because of work of restoration that was going on. It was again opened to the public the other day and prompted J. G. Noppen, British architect, to urge people to make pilgrimages of re-discovery. He writes: Thanks to the system of gradual cleaning, inaugurated a generation ago by the late Professor W. R. Lethaby, formerly Surveyor to the fabric, much beauty that had been hidden so long as to have passed out of memory has been recalled to view. We had grown accustomed to think of the Abbey as a grey old place, devoid of brightness and colour; a "dim, religious light" was all that we expected to find within its ancient walls. Most people believed that this had always been the case,

but cleaning has proved them to be mistaken. Mediaeval churches were gay with colour.

When relieved of the accumulated dust of the centuries, the stone of which the Abbey was built is seen to be a beautiful creamy white. This may best be observed in Poet's Corner, which has been fully cleaned. Colour, also, was hidden by the dust, and not colour merely, but magnificent figure paintings, such as those on the south wall to which I have referred.

In each transept, immediately below the big Rose windows, are large censuring angels which were carved in the mid-thirteenth century. They are exceptionally beautiful works of art, yet are missed by many visitors. The two angels under the South Rose have been cleaned, and stand out clearly. Originally they were painted, and traces still exist of the patterns with which their robes were adorned.

On the wall between each pair of angels were two other figures. Those on the north are lost, but those on the south wall, although much damaged, may still be seen. They appear to represent King Edward the Confessor giving his ring to a pilgrim. The legend is that the pilgrim was no other than St. John, in disguise, and that the saint returned the ring to the Confessor, by the hands of a genuine pilgrim, with a message that King Edward would soon be with him in Paradise.

One of the most interesting works recently undertaken is the cleaning and polishing of the tall marble pillars. The marble was brought by sea from the Isle of Purbeck in Dorset. Each pillar cost the equivalent in modern money of £1,600. One near the entrance to the ambulatory, has already been completely repolished, and the lovely colour of the marble is in surprising contrast with the grimy appearance of its neighbours.

The mediaeval tombs also have been cleaned. Many of them still show remains of the gold and colour with which they were originally decorated. The canopied monuments on the north side of the High Altar of Edmund Crouchback, Aveline his wife, and Aymer de Valence, Earl of Pembroke, are especially worthy of inspection.

The gilt-bronze effigies of King Henry III and Eleanor of Castile, wife of Edward I, on the north side of the Chapel of St. Edward, were wrought in 1291 by a London goldsmith named William Torel. On the south side of the Chapel are the fourteenth century gilt-bronze figures of Edward II, Richard II and his queen, Anne of Bohemia. All of them are now cleansed of their ancient dust, and constitute the finest series of mediaeval bronzes in the country.

On the south side of Edward III's tomb are small gilt-bronze figures of his children, set in little niches, below each of which there was once an enamelled shield of arms. Three of these shields have survived, including that of the Black Prince.

The Chapel of King Henry VII has been cleaned and lime-washed; its famous roof has been repaired. The ceiling of the vestibule which leads to

it has been painted and the splendid bronze gates have been cleaned. The tomb and effigies of Henry VII and his queen, Elizabeth of York, were made by the great Florentine sculptor Torrigiani, and rank with the finest works of art of their period.

The visitor should not miss the monument of Queen Elizabeth in the north aisle, nor fail to see the famous ring—set in a small niche cut in the north side of the tomb—that the Queen gave to the Earl of Essex. At the east end of this aisle is the small urn that holds the remains of the young Princes who were murdered in the Tower of London.—*From The Witness.*

Coal Here, There, and Everywhere

THE 45th annual convention of the Illinois Mining Institute was held at Springfield the week of November 13-18, H. H. Taylor, Jr., (Franklin County Coal Corp., Chicago) being elected President; Paul Weir (Chicago), Vice President; and B. E. Schonthal (Chicago), re-elected Secretary-Treasurer.

Mr. D. C. Jackling, President of the Utah Copper Company, is the newly-named President of the American Institute of Mining and Metallurgical Engineers, succeeding Mr. R. C. Allen. Mr. Jackling is a graduate of the Missouri School of Mines.

October production of Colorado coal mines totalled 704,735 tons, and for the ten months of 1937 5,614,404 tons, the latter period showing an increase of 378,868 tons compared with a year ago.

"Dave" K. Wilson, formerly Wyoming Deputy State Coal Mine Inspector, and employed later at our Winton mines, has accepted the position of Mine Foreman for the Hayden Coal Company, Hayden, Colorado, and entered upon his duties November 22nd.

The Dietz Mine of the Sheridan Coal Company, near Sheridan, has been abandoned since 1922. Most of the employes were transferred to other properties in the vicinity. The tippie is now being dismantled and houses moved to other operations.

The 1938 meeting of the Mine Inspectors' Institute of America is scheduled for June 6, 7 and 8, at Springfield, Illinois, the session to be in charge of James McSherry, Director of Department of Mines and Minerals, Illinois.

The vacancy created by the resignation of Lyman Fearn, Safety Engineer for the Commercial Coal Companies of this district, has been filled by the appointment, effective December 1st, of Matt Stranigan, formerly Assistant Foreman of the Peacock Mine of The Colony Coal Company here. His successor in the latter position will be James Knoll.

Instead of the Davis Coal & Coke Company, we find that W. D. Bryson was appointed General Manager of the West Virginia Coal & Coke Company, with headquarters at Omar, West Virginia.

Italy has just inaugurated its first coal mining center which will, in the future, be known as Arsia, located in the Province of Istria. It is an entirely new village capable of accommodating four thousand persons. When its output recently reached 80 thousand tons monthly, and it was known that some 6,500 miners were at work, the decision was reached to replace the temporary wooden shacks with modern homes, saving a 4-mile walk for its workers to the nearest village of Albona.

The Columbia Steel Company (U. S. S. subsidiary) is completely modernizing its coal mine at Columbia, Utah, installing drilling, cutting, loading and hauling equipment.

Italy has been at work on an hydrogenation plant the past year, and has placed orders with a British industrial company for special alloy steel high-pressure vessels for the extraction of petrol (gasoline) from oil.

The Highland Bus Company, Scotland, is now propelling its vehicles with gas generated from coal carried on the passenger motor.

Earl A. Bartlett, for many years an executive official of the McNeil Coal Corporation, died in a Denver hospital on December 8th following a brief illness. The deceased was a grandson of Mr. John McNeil, of San Diego, California, well-known in this vicinity through his coal pursuits in early days. He leaves to survive, a widow and three children.

Mining Coal Under the Sea

THE work of mining coal from lands lying under coastal seas is not altogether uncommon, a substantial area of undersea coal being mined at the present time by the Dominion Steel and Coal Corporation on the shore near Sidney, Nova Scotia, Canada, the Sidney workings being carried on at a point approximately three and one-half miles from the shoreline. We present below a story of what was perhaps the first undersea mining of coal, as taken from a pamphlet, "Description of the Estate of Culross," published in Scotland about 1780.

From this pamphlet we gather that in or about the year 1575, Sir George Bruce, a younger son of the family of Bruce of Blairhall and brother of Edward Bruce, Lord Kinloss, predecessor to the

Aylesbury family in England, and who was the only Scotsman of rank who accompanied James I to England, first leased and afterwards purchased coal bearing lands formerly owned by the monks residing in the Abbey of Culross, Scotland.

In the older days it was usual for the lessee to assign definite reasons for granting a lease or signing a deed. The preamble to the lease first obtained by Sir George Bruce carried the following preamble:

"To our worthy friend and coufin George Bruce, for the great regard we bear to him, for the especial care he had of our affairs when we were abroad in France, for his great knowledge and skill in machinery, such like as no other man has in these days; and for his being the likeliest person to establish again the Colliery of Culrofs, which has been long in disuetude, inasmuch, that we have neither large nor small Coal for our own house fire."

After securing the lease, Sir George proceeded to reopen the old Culross colliery, installing pumping machinery, consisting of an Egyptian wheel, similar to those used many hundreds of years for lifting water from the River Nile for irrigation purposes. The undersea mine was worked by Sir George and his son, George Bruce, until the year 1625, when a great tidal storm drowned out the pit.

Sir Robert Gordon, in his manuscript history of the Sutherlands, in making mention of the death of King James I on March 27, 1625, said:

"About the very day of his death, there were such storms and inundations in Scotland, that the sea passing the accustomed limits, drowned a number of persons in divers sea towns, and destroyed most of the Salt-pans upon the coast of Fife and Lothian, together with the curious Coal-pit of Culrofs, which had its entry within the sea; so that the harm was so great, that a foreign enemy had not done so much in former ages."

This accident closed the Culross pit for many years. Sometime preceding the closure, a Mr. John Taylor published a book called "The Pennylefs Pilgrimage of John Taylor into Scotland." Taylor, in the rather prolix manner then used by many writers, told the history of his visit to the mine beneath the sea which we reproduce here:

"But I, taking my leave of Dunfermline, would needs go and see the truly noble Knight Sir George Bruce, at a town called the *Cooras; there he made me right welcome, both with variety of fare, and after all, he commanded three of his men to direct me to see his most admirable Coal Mines, (which, if man can or could work wonders,) is a wonder for myself. Neither in any travels which I have been in, nor any history that I have

read, or any discourse that I have heard, did I ever see, read, or hear, of any work of man that might parallel or be equivalent with this unfellowed and remarkable work; and though all I can say of it cannot describe it according to the worthiness of his vigilant industry that was both the occasion, inventor, and maintainer of it, yet, rather than the memory of so rare an enterprise, and so accomplished a profit to the commonwealth shall be raked and smothered in the dust of oblivion, I will give a little touch at the description of it, although I, amongst writers, am like he that would may hold the candle.

"The Mine hath two ways into it, the one by sea and the other by land; but a man may go into it by land, and return the same way, if he please, and so he may enter it by sea, and by sea he may come forth of it; but I, for variety's sake, went in by sea and came out by land. Now men may object, how can a man go into a Mine, the entrance of it being into the sea, but that the sea will follow him, and so drown the mine? To which objection thus I answer, that at low water the sea being ebbd away, and great part of the sand bare, upon this same sand (being mixed with rocks and crags) did the master of the great work build a round circular frame of stone, very thick, strong, and joined together with a glutinous or bituminous matter, so high withall, that the sea, at the highest flood, or greatest rage of storm or tempests, can neither dissolve the stones so well compacted in the building, or yet overflow the height of it. Within this round frame, at all adventures, he did set workmen to dig with mattocks, pick-axes, and other instruments fit for such purposes. They did dig forty fathoms downright into and through a rock; at last, they found that which they expected, which was Sea Coal. They, following the vein of the Mine, did dig forward till, so that in the space of eight and twenty or nine and twenty years, they have digged more than an English mile under the sea, that when men are at work below, an hundred of the greatest ships in Britain may sail over their heads; besides, the Mine is most artificially cut like an arch or a vault, all that great length with many nooks and bye-ways, and it is so made, that a man may walk upright in the most places, both in and out.—Many poor people are there set on work, which otherwise, through want of employment, would perish. But when I had seen the Mine, and was come forth of it again, after my thanks given to Sir George Bruce, I told him, that if the plotters of the Powder Treason in England had seen this Mine, that they, perhaps, would have attempted to have left the Parliament House and have undermined the Thames, and so have blown up the barges and wherries wherein the King and all the Estates of our kingdom were.—Moreover I said, that I

*Culross.

could afford to turn tapfter at London, so that I had but one quarter of a mile of his Mine to make me a cellar to keep beer and bottle ale in. The fea, at certain places, doth leak or foak into the Mine, which, by the induftry of Sir George Bruce, is all conveyed to one well, near the land, where he hath a device like a horfe-mill, that with three horfes, and a great chain of iron going downward many fathoms, with thirty-fix buckets faftened to the chain, of the which eighteen go down ftill to be filled, and eighteen afcend up to be emptied, which do empty themfelves, without any man's labour, into a trough that conveys the water into the fea again; by which means he faves his Mine, which would otherwife be deftroyed by the fea; befides, he doth make every week ninety or a hundred tons of Salt, which doth ferve moft part of Scotland; fome he fends to England, and very much into Germany, all of which flows how, that with painful induftry, and God's bleffing, he had accomplished fuch worthy endeavours."

After making due allowance for the generous praise accorded Sir George Bruce by Mr. Taylor, the mining men of today must admit that the Scottish owners and mine workers, living in 1575, were possessed of a high measure of skill, perseverance and personal courage. To carry their development more than an English mile under the sea, before the days of steam, not to mention electricity, represents a masterful achievement.

Cowboy Clothing and Outfits

TO THOSE who wear whiskers and don cowboy clothes at our annual fiestas or rodeos, the following pithy paragraphs will be of interest:

They have been gone a long time, those Spaniards who once lived in our southwest, but they have left us a heritage of words that the cowboy would have difficulty in replacing.

For instance, ranch is still rancho in Mexico. Lariat comes from la reata (the rope). Lasso is lazo in Spanish. Colorado Canon is nothing more than "Red Valley." Pinto means "painted," because those gayly colored western horses look as though they were splotted with a brushful of paint. Sierras are "saw-tooths," and pueblo means "village," while mesa is "a table." Nevada is Spanish for "snowy."

Wrangler is a word that has been a little troublesome for the experts to run down to its origin, but most students believe that it comes from the Spanish arrancar, meaning "to pull up," or "to run away." Mustang is from mesteno, broncho is from bronco, meaning rough or rude—an appropriate name.

Most of us accept the cowboy's clothes as a picturesque touch to the landscape, or to the story we are reading, but when they were first evolved there

was never a thought of picturesqueness in the minds of those hard-working gentlemen. They were chosen strictly for comfort and utility; their ornaments came as an afterthought. And most of the garments had their origin in Mexico.

His high heels never were, and are not now, meant to add either stature or grace to his appearance. Like those of the Spanish caballero in old Mexico, they are designed to keep his feet from slipping too far forward in the stirrup. His chaps, so called from chaparral, are to protect his legs from thorns as he rides the ranges. His brightly colored shirt does not soil so easily as a white one would. His bandana around his neck is neither to make him look like a bandit nor to hide his lack of starched collar, but to cover his nose and mouth, thus filtering out the dust as he breathes, when his herds kick up a mile-high cloud of the alkaline surface of the cattle country. His hat, long ago adapted from the Mexican sombrero, is now perhaps the most distinctive thing about his get-up. Although its broad brim no longer serves as a handy shelf for his smaller belongings, as it still does south of the Rio Grande, it gives him protection from sun and rain as no other style of headgear could do; also the high crown makes an air space which is a necessary protection against the terrific sun of the prairie summers.

Even Napoleon Couldn't Do It

At a recent convention, one of the speakers, De Loss Walker, began his discourse by passing a twenty-dollar bill out for the inspection of his audience. When they had assured themselves that it was not stage money, he announced that he would give his listeners a chance to win it. "All you have to do to get this twenty is to cite me a single man who ever achieved anything important working a thirty-hour week," he said. There were no takers.—*Nation's Business*.

Boy Scouts and other artisans about town busied themselves a few weeks prior to the Christmas holidays in making repairs, painting, adding a leg or an arm to a doll, putting missing clamps or screws on skates, etc., so the children of the poor and needy would have something to gladden over at Yuletide. In the basements, attics, cellars, the spare room, every nook and cranny was thoroughly searched for unused, unwanted toys, books, etc., and quite a creditable showing was made.

Here is the method used in London, England, for giving telephone subscribers the correct time:

Telephone subscribers dial T-I-M and are told the time of day by a gramophone. The sound record is driven by a motor which is synchronized with a pendulum clock, corrected every hour from Greenwich.

• Of Interest to Women •

Choice Recipes

FAMILY STYLE MEAT PIE

One-quarter cup diced celery, 2 tablespoons chopped onions, 3 tablespoons fat, 3 tablespoons flour, 1 cup milk, $\frac{1}{2}$ cup gravy (or milk), $1\frac{1}{2}$ cups diced cooked meat, $\frac{1}{2}$ cup cooked peas, $1\frac{1}{2}$ cups mashed potatoes, 2 tablespoons cream.

Brown celery and onions in fat melted in a frying pan. Add flour and, when blended, add milk and gravy. Cook two minutes. Add meat and peas. Pour into a shallow buttered baking pan and cover with potatoes mixed with cream. Bake 20 minutes in a moderate oven.

CORNBREAD

One cup cornmeal, 1 cup flour, 1 teaspoon soda, 1 teaspoon baking powder, $\frac{1}{4}$ cup granulated sugar, $\frac{1}{8}$ teaspoon salt, 1 egg or 2 yolks, 1 cup buttermilk, 2 tablespoons fat, melted.

Mix ingredients and beat together for one minute. Pour into pan. Bake 20 minutes in a moderate oven.

CRANBERRY SAUCE

Three cups berries, 1 cup water, $1\frac{1}{3}$ cups granulated sugar.

Wash berries and remove all stems. Add water and cook for five minutes. Add sugar and bake for 20 minutes in a moderate oven. Serve hot.

CHICAGO CHICKEN LEGS

One-fourth pound veal steak, $\frac{1}{4}$ pound pork steak, $\frac{1}{4}$ cup flour, $\frac{1}{4}$ teaspoon salt, $\frac{1}{4}$ teaspoon paprika, 4 tablespoons fat, 2 tablespoons chopped green peppers, 2 tablespoons chopped celery, 2 tablespoons chopped onions, $\frac{1}{3}$ cup boiling water.

Have the butcher cut one-third inch pieces of veal and pork into one-inch squares. Alternate these on wooden or metal skewers. Sprinkle with the flour and seasonings. Melt fat in a frying pan. Add and cook for five minutes the peppers, celery and onions, stirring constantly with a fork. Add and quickly brown the "chicken." Add water and put on a lid. Lower fire and cook twenty-five minutes. Inspect frequently and turn to allow even browning. If the pan seems dry add a little more boiling water. Surround with the vegetables and serve on a small platter.

CREAM OF TOMATO SOUP

Three cups milk, 2 tablespoons flour, 3 tablespoons cold water, $1\frac{1}{2}$ cups tomato, 2 teaspoons sugar, $\frac{1}{4}$ teaspoon soda, 3 tablespoons butter, 1 teaspoon salt, few grains pepper.

Scald milk in top of double boiler and add flour and cold water mixed to a smooth paste. Stir until mixture thickens slightly, cover and cook 20 minutes. Cook tomatoes 15 minutes with sugar, rub through sieve, add soda and just before serving add gradually to the thickened milk. Add butter and salt, strain and serve.

Household Hints

CRANBERRIES must bounce to be of good quality, according to government home economists. Granting "bounceability," the medium to large berries are pronounced best. Cranberries are rated high in vitamin C, iodine and energy values.

The federal home economists say that when a fourteen and a half ounce can of evaporated milk costs less than a quart of whole fresh milk the evaporated is cheaper. The food value is said to be "indistinguishable from pasteurized milk."

After your house cleaning, go over all leather articles, such as furniture, card tables, etc., with a soft cloth dampened with glycerine. Let the glycerine remain on the leather for several hours and then remove any that has not been absorbed by rubbing well with a soft clean cloth. Your leather will not only look like new but will wear much better.

Preparing onions doesn't need to carry with it the penalty of going around for hours with the lingering odor of onions on your hands. Removing the odor quite completely is simplicity itself. Merely rub the hands well with moistened salt!

There's no need to throw away cooked (boiled, of course, not baked) but unused macaroni or spaghetti. To prevent it from becoming dry and hard, cover it with cold water and store it in the refrigerator. It will keep soft and firm for several days.

You can prevent milk from forming a film over the bottom of your pan when you are cooking it, by rinsing the pan with hot water and pouring the milk into it while the pan is still wet.

If you cover your jelly glasses with brown papers and tie them on with string, dampen the string before you tie down the papers. The knot will not slip and the string will shrink as it dries and keep the paper on tightly and prove a real protection.

If you hesitate about going to bed and leaving a large log still burning in the fireplace, stand it on end in the back corner of the fireplace away from the fire and yet in a perfectly safe place for it to die out.

The large paper bags in which clothes come home from the cleaners come in very handy to cover over dresses in the closet and prevent dust from getting on them when not being worn.

If there is no label on the bottle when you are cleaning the medicine cabinet and you are at all uncertain as to the contents, by all means pour the contents down the drain and throw away the bottle. Medicines are too dangerous for chances.

Hot vinegar added to a pot of dried glue will make it liquid again.

If your child is cross, irritable, easily fatigued or nervously unstable, there is a reason, and in many cases that reason is malnutrition, declares Mildren Hatton Bryan in her article in the "Hygeia."

About one-fourth of the children in this country are underweight, malnourished, or undernourished. Sometimes the weight is affected least by undernourishment, but eventually that symptom will appear along with the others.

To set the child back on the right road, the whole family may have to live more quietly in order to give the child a chance to be quiet. Meals must be served with regularity, and meal-time must be a peaceful time without any stressing of discipline and behavior. If the child is a fussy eater, the problem is made more difficult, particularly if the child is aware of the fact.

Sleep and Rest—Long hours of sleep and rest help children grow, save energy, and prevent nervous tension of grown-ups as well as children.

Drinking Water—Plenty of water helps us to use all of our foods as well as to get rid of wastes easily. This helps save money spent for laxatives and doctor bills.

Sunshine and Fresh Air—Sunshine and fresh air aid in building sound teeth and strong bones. Fresh air helps the body care for the food. Mothers and little children need these economies as well as school children.

Exercise—Exercise aids in the digestion and the use of food and the carrying away of wastes. Outdoor walks are good.

Plenty of time and sociability at meals helps good digestion.

Regularity of rest and sleep and meals makes for good appetite and better health.

Correction of Defects leaves the body free to get the most good from its food.

Don't start the games with the children when you know you will have to stop very soon in order to get them to bed on time. It will only mean unpleasant-

ness when the game is curtailed, while games started earlier in the evening bring the family together in close harmony.

If your son or daughter is away at school or college and it naturally makes you feel badly about the separation, do everything in your power to cover up the way you feel. Don't forget it is new to these young people besides their first separation from their loved ones, so try to forget yourself and do not write them how much you miss them or ask them if they are homesick as you are. Dwell on how soon the next vacation will be and how anxious you are to hear all the wonderful new things they must be doing.

Start good food habits in infancy. Finicky food habits on the part of a parent or any member of the family are quickly imitated by the child. It is wise to let the child eat at his own table. He is not tempted then by food eaten by the grown-ups. Meals should be served regularly, and the meal-time should be a time of calm, happiness and peace. Don't emphasize table behavior—he will learn quickly enough from example, and it is a good idea to include the child in the table conversation sometimes, if he eats with the family.

A variety of simple, nourishing food is necessary for the child's best growth, and do not encourage him to eat too much of any one food, even one as important as milk. He needs a balanced meal.

Introduce new foods carefully. Serve a small portion of any new food and say nothing about it. Serve a new or disliked food at the beginning of a meal—the child is more hungry then, and will find it easier to eat.

Sometimes a child refuses breakfast when he has stayed up too late the night before. Sometimes he will refuse to eat when he comes to the table tired and excited from play. If he comes in tired, let him "flop" for a minute or so to rest, even though the dinner hour has to be postponed.

Now that food costs are mounting steadily, it is absolutely imperative that some economies be studied and put into practise in the average home, particularly in the home which is existing on a very small budget. Here are a few ways in which you may get the very most for your money. Do you know:

That one-half cup of evaporated milk mixed with one-half cup of water equals one cup of whole milk?

That evaporated milk keeps in the sealed can without refrigeration?

That one quart of skimmed milk a day, plus an extra piece of butter at each meal, equals one quart of whole milk?

That dark breads and cereals give more for your money than white bread?

That potatoes baked or boiled in their skins keep

all their goodness—skins of baked potatoes are good to eat?

That canned tomatoes may be used in place of oranges, if strained, for the small baby?

That canned tomatoes should be heated quickly and served at once—long boiling destroys the vitamins?

That pink salmon is equally good and much cheaper than red salmon?

That each junket tablet makes the same amount of pudding as a package of the prepared junket, and costs about one-tenth as much?

One housewife stretches the quantity of scrambled eggs by soaking a half slice of bread in milk and mashing it with a fork and adding for each two eggs used. Beet the bread pulp together with the eggs and scramble as usual. She claims you cannot detect it and yet you have added tremendously to the quantity.

Are you looking for something cool and crisp for your meals? Do you fill a lunch-box daily? Is your food dollar purchasing full health value? Do you need a vegetable the whole family will eat? TRY CABBAGE!

It is in season a good part of the year, and is among the least expensive vegetables. It combines well with other foods and lends itself to many ways of preparation so the family need not tire of it. It adds snap and crispness to salads. It is simple to prepare for it is at its best when eaten raw; in fact many people who cannot eat cooked cabbage can enjoy it raw without ill effects.

Try it:

As cole slaw, with various dressings; with chopped raw vegetables, such as green peppers or onion, carrots, beets; with chopped raw fruits, such as apples or raisins.

In salads, in place of lettuce or celery, in meat, fish, vegetable or fruit salads. Tasty combinations are unlimited.

As sandwich fillings: Chopped raw with dressing, combined with meat, fish or vegetable sandwiches.

For the pre-school child: Chop and use raw in crunchy sandwiches. Or shred it and steam a few minutes and serve hot with butter or milk and salt.

Scalloped: Put alternative layers of boiled cabbage and thin cream sauce in a buttered baking dish. Cover with buttered crumbs. Bake until well browned.

It is unwise to give medicine to one child when it has been prescribed for the child's brother or sister, even if their symptoms seem identical. Their constitutions may be very different, and it is better to have the doctor see the little patient and prescribe anew.

Attractive as well as good to eat are fried apples with bacon. Pare tart winter apples and cut into inch cubes to make about two quarts. Fry bacon

in a heavy skillet and as soon as crisp remove, drain on absorbent paper and keep in a warm place. Leave about four tablespoons of bacon fat in the skillet, fill with the apples, sprinkle on one-fourth cup of sugar, cover and cook slowly until the apples are tender. Then remove the cover, turn the apples gently so the pieces will keep their shape and let them brown lightly. Place them on a hot platter and surround with the crisp bacon. If you prefer, omit paring the apples.

Women's Activities

THE average airline stewardess quits after two years of service to be married, but Miss Clara Johnson of San Francisco, Calif., has flown on and on to roll up an aerial mileage of 7,075,000. She claims to have more miles to her credit than any other woman now active in aviation.

Miss Margaret Rasmussen is raising blooded cattle to help pay her way through Colorado State College of Education. Starting with the original stock which she purchased with \$75 she won in an essay contest, she now has fifty head of choice Herefords—and they are paid for.

One of the few living real daughters of the American Revolution is Mrs. Eugene Randall of Springfield, Vt. She recently observed the eighty-eighth anniversary of her birth. She was born when her father was 90 years old. Her father, Stephen Haslam, carried water to the Colonial troops at the Battle of Bunker Hill when he was 15. Later he served as aide to Lafayette.

Telephone operators in London are so popular with Cupid this year that the English government has a standing order for 120 new girls every month.

Miss Kathleen Blum of Wichita is one of the leading women anglers and conservationists in Kansas. Her duties consist chiefly of making women as well as men of Kansas fish and game conscious.

Three sisters were reunited in Portland, Ore., recently for the first time in twenty years. They were Mrs. Elizabeth McCoy, 78, Lewiston, Idaho; Mrs. Melissa Wyatt, 85, Perrydale, Ore., and Mrs. Rachel Kitson, 90, Marshfield, Ore.

Operating under the name of "The Ladies Pistol club," four housewives in Syracuse, N. Y., can hit a target with their .38 caliber revolvers on an average of 91 out of a possible 100. Recently they defeated a National Guard cavalry outfit 1,312 to 1,098 in a match at 25 yards on the state armory range.

As a result of Miss Helen Keller's visit, Japan will have a new home for the blind containing an

(Please turn to page 41)

• • Our Young Women • •

Fashions

THE fur bolero in baum, marten and blue fox is forthcoming for Spring wear, so relates a couturier from Paris who paid a recent visit to the New York trade markets.

The Sailor hat of "ye olden days" and the off-face bonnet, it is stated, will be much in evidence this Spring. The first-named will have a low crown, wide straight brim, veil flowing from the back, and to be worn at an angle.

In the advance Spring showing of French millinery recently on display in New York, a varied assortment of colors indicated that a colorful program might be expected.

Much talk in the press about boycotting Japanese goods. One learns from the same source that six ships of American and Japanese register left Yokohama with approximately 4,300 bales of raw silk cargo the first week in December, all destined to this country.

A leading couturier of Paris has selected purple as the most promising color for Spring and recently appeared in a New York salon in one of her Spring suit designs which created quite a furore.

A youthful tweed suit with dressmaker detail will, it is stated, attract increasing volumes of business the coming Spring.

Draped turbans and pill boxes will continue in vogue until February or March. Bonnets are still increasing in favor and are being developed in many interesting straws for Spring, with a variety of types, colors and treatments that is endless.

The Illustrious Mrs. Jones

The New York League of Business and Professional Women recently offered a \$500 prize for an essay on the woman "who has contributed most to the development of the United States from 1825 to the present."

The prize was won by Dorothy Taylor, 23-year-old X-ray technician of Brooklyn, N. Y. Said Miss Taylor: "You know her. I know her. Everybody knows her. You see her washing clothes, baking pies, getting her young ones off to school, or she may be talking to the grocer, or soothing an irate husband's frazzled nerves. . . . Her name is Mrs. Jones. and she is constantly making her contribu-

tion to the United States." In fact she is you and I, and when we faithfully carry out our vocation as mothers and wives, giving of our best, with love and grace in our hearts, and using our God-given intelligence to the utmost advantage, then we are making a one hundred per cent contribution to the finest and highest development of the nation.

Despite all the gloomy prognostications about the future, by those pessimists who "view with apprehension and alarm," there are to be found many encouraging signs of the times and indications that the world is perhaps, after all, moving toward better things.

A recent survey has been held among girls between the ages of eighteen and twenty-five to discover whether young people of these ages go to church. It was found that 6 out of every 10 girls in the United States go regularly to church. The percentage of young city church-goers was a trifle higher than that of country girls.

A majority declared that it was more important in this day than in their mother's day, that they take an active part in church affairs.

The survey also revealed that the "clinging vine" is gone from our midst. The modern girl seeks self-improvement and financial independence. She wants marriage, children, and a college education, and is willing to accept sacrifices to achieve her destiny.

What Men Say About Us

The president of a shoe-store chain says: "The average size of women's shoes twenty years ago was a size 4; today it's an 8."

A psychologist, speaking at a famous college for women, said: "Higher education for women is here to stay—but they should not learn too much!" We wonder why?

A New Jersey judge says: "I would like to have as many women as possible on jury duty..." and gave as his reason, that women are more high-minded and less cynical than men.

OLD PAL

Two friends met in the street. One of them remarked on the dirty state of the other's hands.

"Why," he exclaimed, "your hands are covered with soot."

"That's because I was down at the station seeing my wife away," replied the friend.

"But how does that affect your hands?"

"I patted the engine."

• • *Our Little Folks* • •

The Dionne Quintuplets

THESE five little sisters are the wonder and constant source of amusement and delighted surprise of the whole North American Continent, to say nothing of the rest of the world. One can quite understand doting fathers and mothers watching these delightful children, and seeing in their antics the charm and beauty of their own little darlings; but the other day, the quints really accomplished something: they actually reduced 200 scientists to a state of complete, doting affection.

The psychologists, biologists, and educators had been "in stately conclave met" in Toronto, to talk in serious technical vein about the children's progress, but when they moved to Callander, to see their subjects at close range, they simply gave themselves up to the delights of the hour.

Riding their velocipedes furiously, singing off key, making sand pies, the children enchanted their distinguished visitors, the climax being reached when the scientists could restrain themselves no longer and burst into loud sounds of mirth. The policemen on duty sternly reproved them and asked for "No noise, please!"

Dr. W. E. Blatz has discovered the following:

Yvonne is the most motherly.

Annette—the most aggressive.

Cecile—the most unpredictable.

Emilie—the most independent.

Marie—the most sympathetic.

Uncle Bill's Attic

Our Uncle Bill's attic is half full of toys,
With some that are almost brand-new;
He's got things up there for most all kinds of boys
From ten years old clear down to two.
And one day he gave me some books from up there
Like boys had a long time ago;
And I asked if the boy they belong to would care,
But he just sort of smiled and said no.

Sometimes we would go in his attic to play
And find such a lot of fine things,
A whole lot of picture books all piled away
And tops that were wound up with strings.
And Uncle Bill told us to use what was there
Just as if it was ours, and we'd go,
But we'd ask if the boy they belong to would care,
And he just sort of smiled and said no.

And my! There were sleds with their runners all rust,
And five or six good pairs of skates,
Some old-fashioned toys that were covered with dust,

And fishlines and schoolbooks and slates,
Which Uncle Bill told us we fellows might share,
But always put back when we go;
And we thought that the boy they belong to might care,
And he just sort of smiled and said no.

And the boy they belong to, I guess, was away.
At least, we all thought he must be;
For all through the house they could hear us at play,
But he never came up there to see.
And we would pile everything back up with care
And ask Uncle Bill when we'd go
If the boy they belong to would know we'd been there,
But he just sort of smiled and said no.

Our Uncle Bill's attic is half full of toys,
Some old ones and some almost new;
He's got things up there for most all kinds of boys
From ten years old clear down to two.
And often when we boys go up there to play
We ask Uncle Bill when we go
If the boy they belong to will be back that day,
And he smiles sort of sad and says no.

—James W. Foley.

Anagrams

Remove one letter from each word shown in capitals, keeping the five deleted letters in the order the words are printed, and they'll spell, as explained in the last line, a word.

Take from the word LADIES a letter and the rest
Will spell a word that implies the "best."
If from the word PIRATES a letter you erase,
A word meaning minister takes its place.
Take from the word TRIBUTE a letter and try
To find a word that spells what dairies supply.
If next from the word DRIVEN a letter you save,
You'll spell a man working beneath the wave.
From the word TRAGIC a letter's elimination
Spells the name of many a man's consolation.
Now take all five dropped letters and you can
Spell the word that means a sanctified man.

(Answer on following page.)

When she was quite a little girl, Princess Elizabeth of England disliked having to stand still while she was being "tried on" for new clothes. There is an amusing story of this:

One day, when she was just three, her nurse, a little wearied by her charge's ceaseless restlessness, said to Clara McLean (Cata, as the Princess calls her), who came to Queen Elizabeth when she was nine, and is still with her as lady's maid, "When

Elizabeth's mummy was a little girl, you had an angel to dress, I'm sure."

A few days later, during another trying-on ordeal, Queen Elizabeth's bell rang.

"Hurry up, Cata!" said Princess Elizabeth, with gentle irony, "you had better go and dress your angel now!"

ANSWER

Word after removing letter	Letter removed
Ideal	S
Priest	A
Butter	I
Diver	N
Cigar	T

When the iceman came out of the house he found a small boy sitting on one of his blocks of ice.

"'Ere!" he roared, "wot are yer a-sitting on that for?"

The small boy raised a tear-stained face.

"Was you ever a boy?" he queried faintly.

"Of course, I was," said the iceman, fuming. "But—"

"And did you ever play truant?" cut in the youngster.

"Of course I did!" snarled the iceman. "Now then, you—"

"An' when you got home did your father take a stick an'—"

"Sit where you are, my little man," the iceman said, gulping, "I understand."

CREPE SUZETTES FOR FREDDIE

Young Percival Berkowitz yelled up to his mother on the third floor:

"Hey, Mom, trow me down a hunk of bread 'n butter."

Mrs. Berkowitz looked down at her eight-year-old with a disgruntled look.

"Trow me down a hunka bread 'n butter?" she echoed viciously. "Nice language you're using! Why can't you talk like Freddie Bartholomew?"

"Don't be silly, Mom," he rasped. "If I was Freddie Bartholomew, would I be satisfied with a hunka bread 'n butter?"

Activities of Women

(Continued from page 38)

eye clinic, conveniences for vocational guidance, consultation rooms and a Braille library.

Drill and boxing are now forbidden by women's organizations in Germany. Despite their achievements during the Olympic games, women are said to be "physically, mentally and spiritually much more tender than men."

Mrs. Elizabeth Casselman, Scottsbluff, Neb., overparked. At police headquarters she said, "I was talking to my lawyer, and guess I took more

time than I realized."

"Tell it to the judge, Ted Felder," replied the hard-hearted chief.

"Fine idea," said Mrs. Casselman, "he's my lawyer."

Make one person happy each day, and in forty years you have made 14,600 human beings happy, for a little while at least.

News About All of Us

Rock Springs

Leonard Page is confined to home for a few days with illness.

Mr. and Mrs. John Pavlich and small daughter, of Salt Lake City, Utah, are visiting here at the home of Mrs. Pavlich's parents, Mr. and Mrs. Clarence Johnson.

Mr. and Mrs. Roy Dygert have returned to their home in Soda Springs, Idaho, after having visited here at the home of their son-in-law and daughter, Mr. and Mrs. Dwight J. Jones.

Edgar Orme is a medical patient at the Wyoming General Hospital.

Mr. and Mrs. John Fortuna have returned from a three-weeks' visit in Oregon and Washington.

Mrs. Blanche Stebner has returned to her home in Hanna after having visited here with Mr. and Mrs. T. H. Butler.

Mrs. Joseph VonRembow is confined to her home with illness.

Mrs. John Bitango has returned from a four-months visit to her old home in Jugo-Slavia.

Mr. and Mrs. Carlyle Anderson are the proud parents of a baby daughter born Wednesday, December 1, 1937.

Richard Webster has returned from a successful big-game hunt in the Hoback basin.

The Edward Walsh family visited friends in Green River.

Mr. and Mrs. Ellis Alexander have gone to Lawson, Colorado, where they expect to locate.

E. A. Olson underwent a minor operation at the Wyoming General Hospital.

John Fuller, of Reliance, has moved into the house at "E" Plane recently vacated by Ellis Alexander.

Mr. and Mrs. James Partington are spending a two-weeks vacation with friends in Southern California.

Mr. and Mrs. Matt Perkovich have returned from a business trip to Salt Lake City, Utah.

Miss Blanche Parr, who is attending the Denver University, is visiting here with her parents, Mr. and Mrs. Frank Parr.

Mrs. Howard Thomas and small daughter, of Los Angeles, California, are visiting here with Mrs. Thomas' parents, Mr. and Mrs. John Retford.

John Toth has gone to Basin for the benefit of his health.

Mrs. O. C. Buehler has returned to her home in Hanna after having visited here with her brother and sister-in-law, Mr. and Mrs. J. V. Macdonald.

Reliance

Mr. Z. A. Portwood is in the Wyoming General Hospital in Rock Springs.

Mr. and Mrs. Ronald McPhie, of Rock Springs, visited recently at the Carl Walters and Reese Phillips homes here.

The Relief Society Bazaar, which was held here, was a

success.

Mr. and Mrs. Johnny Bastalich and Mrs. Jane Robertson visited in Superior recently.

Mrs. Joe Fearn has been on the sick list.

Miss Anna Mae Smith, teacher here, has been quite ill, but has now resumed work.

Mrs. Martin is a patient in the Wyoming General Hospital in Rock Springs.

Congratulations are extended to Mr. and Mrs. Henry Telck, whose marriage occurred recently.

Mrs. James Zelenka has been on the sick list.

Mrs. Chas. Korogi, a recent bride, was honored at a shower given recently at the Club Room.

Mr. and Mrs. D. Baxter spent the Thanksgiving holidays in Ogden.

Mr. and Mrs. Harry Parks, of Jackson, Wyoming, visited at the S. M. Peppinger home.

Mrs. Carl Jorgensen and family have returned to their home in Boulder, after spending some time at the H. E. Buckles home here.

Mrs. Johnny Bastalich is assisting Mrs. Steve Welsh in the post office.

Superior

Mr. and Mrs. Norman Baillie visited friends and relatives in Laramie recently.

Mr. and Mrs. J. M. Eyre, of Calpet, Wyoming, visited their son at the home of Mr. and Mrs. Thos. Miller. Jack Eyre is a Superior High School student.

Mr. and Mrs. T. J. O'Mara were recent week-end visitors in Salt Lake City.

Victor Abram arrived home recently from a two-months visit in California.

Miss Dorothy Woolrich, of Denver, has been visiting at the home of her parents, Mr. and Mrs. Robert Woolrich.

Bernard Edwards has been brought home from the Wyoming General Hospital where he underwent a major operation. He is improving rapidly and will soon be able to return to work.

Mrs. Anna Pecolar has been very ill at her home in Superior, but is now improving slowly.

Bruno Genetti, of Farson, visited recently at the home of his parents, Mr. and Mrs. Pete Genetti.

Mrs. Ann Smith, of Salt Lake City, is visiting her sister, Mrs. Maria Rowbottom, at the home of Mr. and Mrs. Thos. Edwards.

Mr. and Mrs. Joe Kochevar, of Kemmerer, visited with

Mrs. Kochevar's sister, Mrs. W. T. King, over the week-end.

Mr. and Mrs. M. A. Hansen motored to Laramie to spend a week-end with their son, Methoni.

Mr. and Mrs. Wm. McIntosh, Jr., entertained at a delightful dinner party Sunday, December 5th. Plates were laid for Mr. and Mrs. John Jelaca, Mr. and Mrs. Ed. Conzatti and Mr. and Mrs. Nick Conzatti, Jr.

Mr. and Mrs. Louis Kladianos are the parents of a daughter, born at the Wyoming General Hospital on Sunday, December 5th.

Winton

Mrs. James Henderson underwent a major operation at the Hospital in Rock Springs, and is recovering nicely at this writing.

Mr. and Mrs. Dee Zimmerman have moved to Superior, Wyoming, to which point he was transferred.

Mrs. Harry Parks, of Jackson, Wyoming, visited at the home of Mr. and Mrs. Tony Spelich.

The Christmas treat for the children was held on December 17, 1937; as usual the Amusement Hall was decorated to the inch with Christmas decorations and the Christmas tree was beautiful. Following the school play given by all the grades of the Winton schools, Santa Claus appeared, and each child was presented with a bag of candy, fruit and a coin.

The W. T. Sharp family has moved to Superior, where he will join the Engineering staff at the D. O. Clark Mine.

Mr. Joe Goyen and family, of Superior, have moved to Winton, Mr. Goyen replacing Mr. Zimmerman as Assistant Mine Foreman.

Mr. and Mrs. Young, of Perry, Utah, are visiting at the home of their daughter, Mrs. Pete Henderson.

Mr. Roy McDonald, Jr., has been on the sick list for the past week.

A birthday party was given in honor of Master Richard Callor on December 4th. Forty children were present and an enjoyable afternoon was had by all.

Miss Mary Tardoni was honored at a shower on December 1st. Cards were played and a delightful lunch was served at the close of the evening. Miss Tardoni was the recipient of many gifts.

Mr. and Mrs. Kermit Rollins and son have moved into the house vacated by the W. T. Sharp family.

Hanna

Mrs. Hugh Renny left for Andover, Massachusetts, due to the serious illness of her mother, Mrs. Gory.

Mrs. I. Sherratt and Miss Marian Hinek visited Miss Doris Sherratt in Denver recently.

Mrs. Albert Gaskell, who was a patient at the Hanna Hospital for several weeks, is convalescing at her home.

Mr. and Mrs. G. W. Hughes, of Kenilworth, Utah, and Mrs. John Carr, of Denver, Colorado, were in Hanna to attend the funeral of F. E. Ford.

Jack and Beth Lee, students at the University of Wyoming, spent Thanksgiving here with their parents. They had, as their guest, Arthur Henkell, of Laramie, also a student at the University.

The annual amateur hour given for the benefit of the Catholic Church and sponsored by Mark Jackson and his orchestra was a great success and very well attended.

The Eagles Lodge gave its annual dance at the Finn

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Hall on December 11th.

Mr. and Mrs. Geo. Warburton motored to Denver with their daughter, Shirley, who underwent an operation for goitre. Shirley is at home now and getting along nicely.



Mr. F. E. Ford, Hanna, and his niece, Miss Elaine Hughes, and Miss Maxine Peterson.

Mr. and Mrs. Bert Taylor had as their guests recently Mr. and Mrs. Wm. Ahlstrom, of Superior.

Miss Dorothy Ladakis underwent an appendicitis operation at the Hanna Hospital and is doing nicely.

Mr. and Mrs. E. R. Radke are the proud parents of a baby daughter born at the Hanna Hospital in November.

Mr. and Mrs. John B. Hughes and children, of Reliance,

were in Hanna to attend the funeral of Mr. F. E. Ford.

Mr. and Mrs. Chas. Stebner, of Laramie, were called to Hanna by the death of Mr. Stebner's step-father, Mr. F. E. Ford.

The Methodist Ladies Aid sponsored a miscellaneous shower on Mrs. Virgil Brown at the Community Hall on December 11th.

The community of Hanna was shocked by the sudden death of Mr. F. E. Ford at Rochester, Minnesota, on December 2nd, after undergoing a major operation. Mr. Ford was born at Maryville, Missouri, July 20, 1881. He came to Hanna in 1919 and was employed by The Union Pacific Coal Company. He was married to Mrs. Mary Stebner on February 3, 1921. He then went into the hotel business, in which he engaged until his death. He had a frank and friendly disposition and greeted all who came to the hotel with a cheery smile and every courtesy. He was interested in Labor Unions, and had attended several Labor conventions prior to his career as a hotel manager. Mr. Ford was a member of the Knights of Pythias Lodge, the Lions Club and the Izaak Walton League. He was a lover of outdoor sports, and many of his friends enjoyed hunting and fishing trips with him.

He leaves to mourn his passing his wife, Mrs. Mary Ford, of Hanna, and one brother in Iowa. Funeral services were held in the Methodist Church on December 5th with Rev. Brown officiating; Knights of Pythias, Rathbone Lodge No. 14, also held their services in the church. Interment was made in the Hanna cemetery.

Three blood transfusions were necessary to save a patient's life at a hospital. A brawny, young Scotchman offered his blood. The patient gave him 50 pounds for the first pint, 25 pounds for the second pint—but the third time he had so much Scotch blood in him that he only thanked him.

THE BIG CROOK!

"John, I've just found out today that you have been deceiving me for years. I've found that the government allows you \$2,500.00 per year on your income tax because you are married to me and all that you give me is a measly \$15.00 every two weeks!!"

The Seer of New York says: "On upper Park Avenue there is a dog tonsor who not only clips and plucks kioddles, but gives them perfumed baths at \$3 per plunge." I guess some members of the down-and-out club wish they had four legs and a leather collar.

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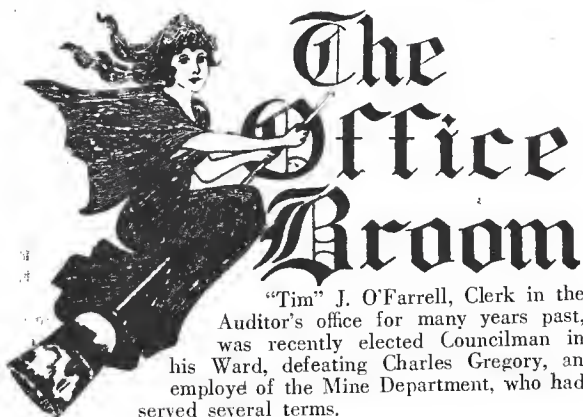
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"Tim" J. O'Farrell, Clerk in the Auditor's office for many years past, was recently elected Councilman in his Ward, defeating Charles Gregory, an employe of the Mine Department, who had served several terms.

Willard Feldscher, a former local boy who spent several years at Annapolis and later as Ensign in the Navy, was a caller at the General Offices late in November. He is now a salesman for a Salt Lake jobber. He met many friends while here.

C. E. Swann, Chief Engineer, accompanied by his wife, spent a week's vacation at Denver and Colorado Springs.

J. G. McKnight, for the past six months in the Engineering Department, has resigned and accepted service with Evers Brothers, at Green River. "Jim" McClelland, Mining Engineer at Superior, has moved to Rock Springs and will hereafter be connected with the staff in that department.

Safety Engineer Knill was the recipient of a fine traveling bag at the annual dinner-dance of the local Golf Club.

Mrs. James L. Libby and nephew (Albert Mason) are in Southern California and expect to be absent a month or two.

Congress meets from time to time in "extraordinary session." The last session of this class met on November 5th, last, adjourning Dec. 21st. This was a "must" session to help business, the only completed action taken that of appropriating \$225,000 for mileage of senators and representatives.

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